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No. 19,590

HONGKONG, SATURDAY, SEPTEMBER 5, 1925.

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Watch, Nickel Silver case
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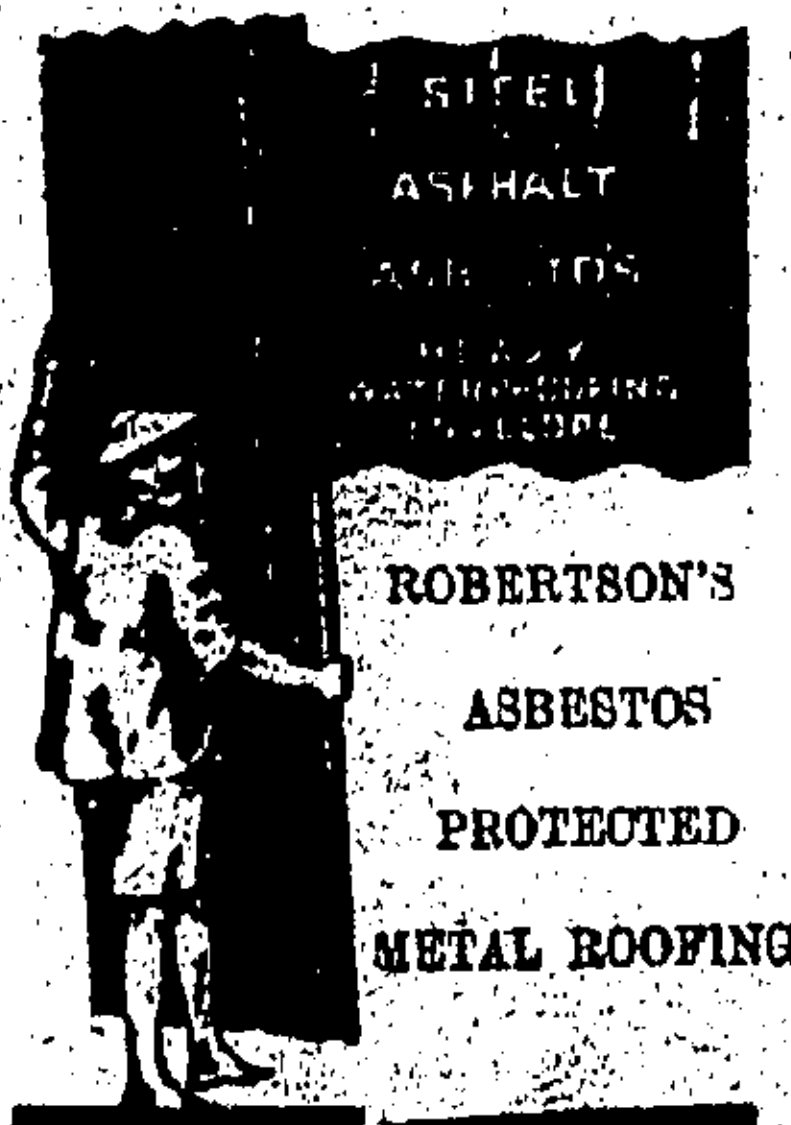
THE
"WAYLOO"

Lever Movement Pocket
Watch. In nickel case.
Engine turned, keyless wind,
Ivory Dial black figures
and Hands.

THOUSANDS SOLD YEARLY
Standard
Value
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HONGKONG.



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ASBESTOS
PROTECTED
METAL ROOFING

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DAVIE, BOAG & CO., LTD.
Bank of Canton Building.
Samples and particulars on application.

BANKER'S
Mail Order Letters & Methods
for every business who wants
greater profits, quick clearance
of stock, a bundle of orders,
trump of pressing customers
and a broad, big smile over
the telephone.

"HONAM" RETURNS.

PASSENGERS LEAVE BUT
FEW EMBARK.

CARGO BROUGHT BACK.

PRESSMEN WHO WERE MADE
CAPTIVES.

The s.s. "Honam" returned to
Hongkong from Canton shortly
after 4.30 p.m. yesterday.

Crowds of Chinese assembled
on the Praya from the early after-
noon at first in groups and then
in crowds. Eventually, traffic
being hindered somewhat, the
crowd had to be cleared back to
the pavement, the sight of a re-
venue officer with a broom prov-
ing quite sufficient enough for the
purpose. The talk among these
Chinese on the Praya, a "China
Mail" representative was inform-
ed by one who spoke the lan-
guage well was that the "Honam"
had sunk with all hands aboard!

On the wharf itself were a few
Europeans who were expecting
friends to arrive from Shanghai.
Mr. T. H. King, D.C.I., with police
officers, the Hon. Mr. P. H.
Ho, the Hon. Mr. C. McI.
Messer, Mr. J. Arnold, Mr. J. D.
Lloyd, Superintendent, Imports
and Exports Department, and re-
venue officers.

When the ship approached near
enough for figures to be observed,
it was noticed that there were not
many aboard apart from officers
and Indian guards. Actually, it
transpired that there were about
thirty Chinese, nearly all
women and children and the rest
were mostly "white" Russians
who had helped to take up the
"Sui An" and the "Sui Tai" and
had remained in Canton looking
for work.

The cargo which was taken up
was brought back again, as there
were no lighters available. The
passengers who went up, how-
ever, managed to get off by
sampler. The reason for so few
boarding the ship was undoubtedly
that pickets were busy in-
timidating the sampan people who
had evidently been instructed
that they might take anyone away
from the ship, but none to it.

The skipper of the vessel told a
"China Mail" representative that
he did not see vessels which he
could say with definite assurance
contained pickets but other
officers told the reporter that they
had been assured by the Customs
officials who came aboard that
certain boats and launches were
those of strike pickets. The only
way in which the few passengers
had managed to get aboard was
that when these craft were on the
other side of the ship the sampans
in which were those desirous of
boarding came nearer the ship
and then occupants were hauled
in, much to their triumph and
satisfaction.

The following incident shows
how keen the Chinese in Hong-
kong are to know more intimate
details of events in Canton and
the prospects of their friends
there being able to get away. A
Chinese woman who came off the
"Honam" was questioned outside
the wharf by representatives of
the Trade Maintenance Associa-
tion whose intentions were
entirely friendly and who merely
wished to obtain information as
to how she had boarded the
"Honam."

The woman, however, took
fright, thinking that they were
seeking to intimidate her. She
took to her heels, being pursued
by the Chinese seekers after in-
formation. She finally rid herself
of them by jumping into a ricksha.
The only hitch, and it hardly
deserves to come under that head
since those who were responsible
for it acted on their own account,
was the disappearance of two
Press representatives who went
up as passengers—Mr. F. Oliver,
of the "South China Morning
Post," and Mr. J. S. Cox, of the
"Hongkong Daily Press." They
went ashore in the Customs
launch shortly after the
boat arrived on Thursday
afternoon and were seen
to land on the Customs
steps on the Bund. Their non-
appearance was not reported to
the Captain of the "Honam"
until the ship was under way,
about 10 a.m. yesterday. He im-
mediately caused a wireless
message to be dispatched to the
Customs, naval officer, informing
him that Mr. Oliver and Mr. Cox
were aboard.

On inquiry at the naval
authorities, this morning, the

SNATCHER FOILED.

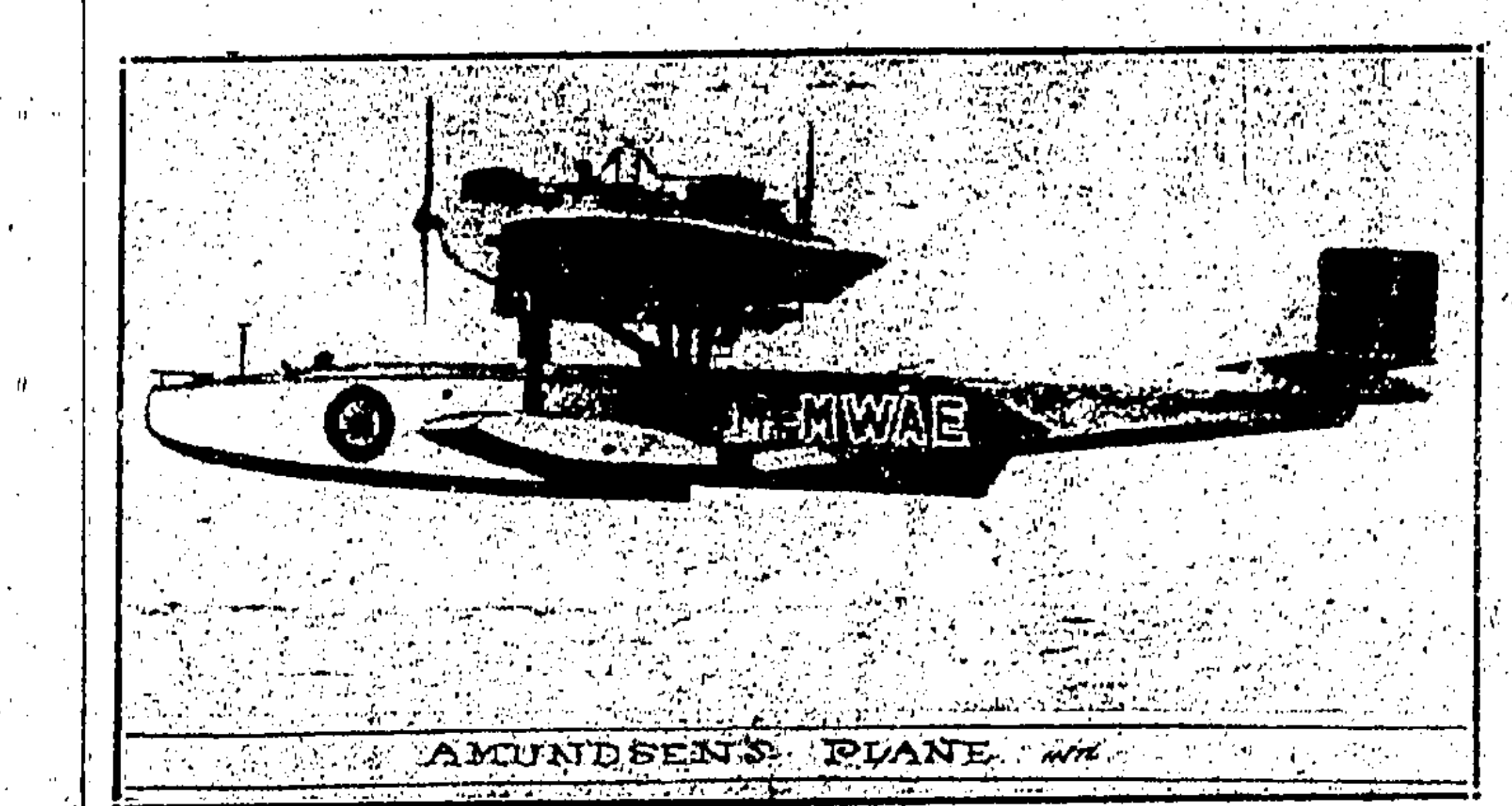
ARREST LEADS TO BREAK
UP OF GANG.

EUROPEAN'S EXPERIENCE.

There should be considerably
fewer bag-snatching cases in the
future, judging from evidence
given in the course of hearing of
a case at the Central Magistracy
this morning when a Chinese boy
of 13 years of age was charged
with attempting to snatch the
purse of Mrs. J. Walsh.

From information given by the
boy it had been possible to arrest
five other members of a gang of
ten who had been connected in
extensive larcenies and snatch-
ing cases, said the police officer
in charge of the case.

The facts concerning the parti-
cular case in which the boy was
charged were that on Thursday
between 2 p.m. and 2.30 p.m. Mrs.
Walsh was walking along
Kennedy Road when the boy,
who was in the company of two
men, dodged in front of her and



Flying the aeroplane in which they set out from Kings Bay, Spitzbergen, on their unsuccessful
flight to the North Pole, Roald Amundsen and Lincoln Ellsworth, returned to Oslo, Norway, and were
welcomed as heroes.

made a grab at the purse she was
carrying. As she had tight hold
of it he failed to carry it away
and started to run in the direction
of Victoria Gardens. Mrs. Walsh
called out for the boy to be
stopped and a soldier gave chase.
He disappeared from her view,
but she saw him brought back a
few minutes later by an Indian
sergeant.

The supper who chased the boy
gave corroborative evidence and
said that it was he who actually
caught him and handed him over
to the sergeant.

The boy's evidence in court
was that "it was Ah Kau who did
it."

He had other convictions for
theft recorded and Mr. R. A. D.
Forrest, the Magistrate, ordered
that he should have 10 strokes of
the light cane and be imprisoned
for one month.

TURKS' DECREE.

EUROPEAN DRESS FOR
OFFICIALS.

(Reuter's Service.)

Constantinople, Sept. 4.
The Council of Ministers has
ordered the closing of all the
Tekkes and Dervish convents and
the suppression of all the religious
orders of all the Sheikhs Dervishes
within the limits of the Turkish
republic.

Only priests will be permitted
to wear turbans and they must
uncover within Government
offices. All officials must dress in
European fashion and wear hats.

"China Mail" was informed that a
wireless communication had been
received stating that Mr. Oliver
and Mr. Cox were arrested by
Chinese authorities but that their
release was anticipated in time
for them to return by the
"Honam" to-morrow.

This morning's departure.
The "Honam" left Hongkong
again this morning, carrying
nearly 1,000 passengers, of which
20 were first class.

The same cargo was taken as it
was on the previous occasion, but
Thursday afternoon, the

WIDOW'S CHARGES.

"SHENANDOAH" DISASTER
WARNING.

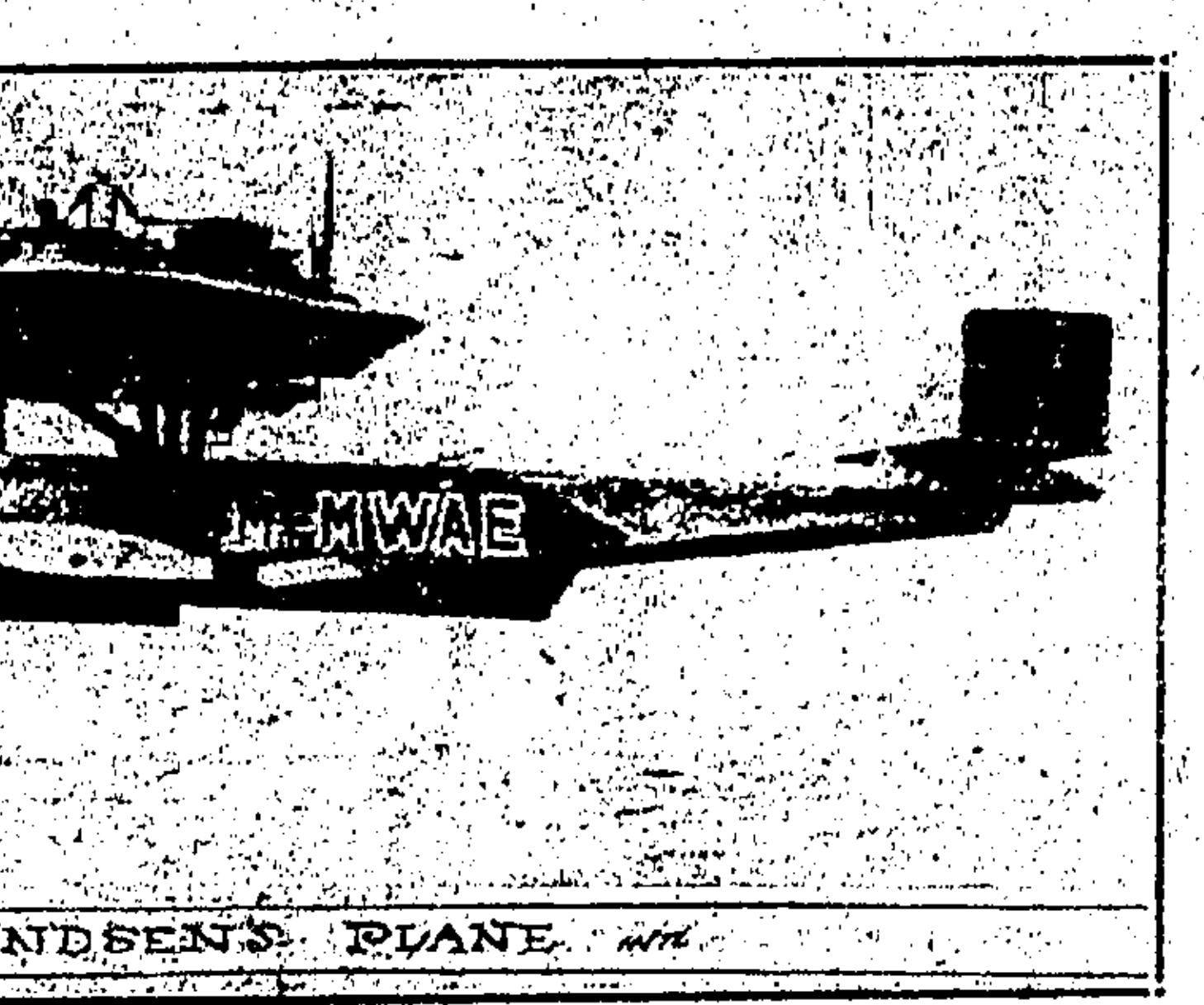
HUSBAND OPPOSED FLIGHT.

(Reuter's American Service.)

New York, Sept. 4.
While denying that she
criticised Mr. Curtis D. Wilbur,
the Secretary of the Navy, in con-
nection with the "Shenandoah"
disaster, the widow of Comman-
der Lansdowne, who perished,
asserts that her husband was
opposed to the flight, which ended
in disaster and advised the Navy
Department accordingly.

CAUSE OF THE CRASH.

Lakehurst, Sept. 4.
The survivors of the "Shenandoah"
disaster held the opinion
that the breaking of a gasbag
over one of the power cars during
the storm was a possible cause of
the disaster. Another surmise is



Flying the aeroplane in which they set out from Kings Bay, Spitzbergen, on their unsuccessful
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that the newly installed water
recovery system for which two
wings were at the centre of the
dirigible may have weakened the
structure, although these
were afterwards riveted.

The survivors relate that the
whole of the great gasbags
spun and rocked in the gale.
They worked their way nearly
100 feet to near the bottom of the
wreckage, sometimes tearing the
envelopes of the gasbags to get a
hand-hold and hung there until
they saw an opportunity to drop
ten or fifteen feet to safety.

ROSE TOO FAST?

Toms River, New Jersey,
Sept. 4.

Anton Heinen, ex-German
dirigible pilot, and one of the
American advisers in the building
of the "Shenandoah," declares
the disaster was due to the
removal of eight of the eighteen
safety-valves on the gas bags.

The craft rose too fast in the
storm for the remaining valves to



Mr. Curtis D. Wilbur.

release sufficient gas with the re-
sult that the over expansion of
the gas bags burst the shell of the
ship in the middle.

OFFICIAL FINDING.

Orlando, Sept. 4.
Official investigators have come
to the conclusion that the crash-
ing of the "Shenandoah" was
caused by the breaking of a gasbag
over one of the power cars during
the storm.

SILVER MARKET.

UNITED STATES TREASURY
PURCHASES.

SUBSIDIARY COINAGE NEEDED.

(Reuter's American Service.)

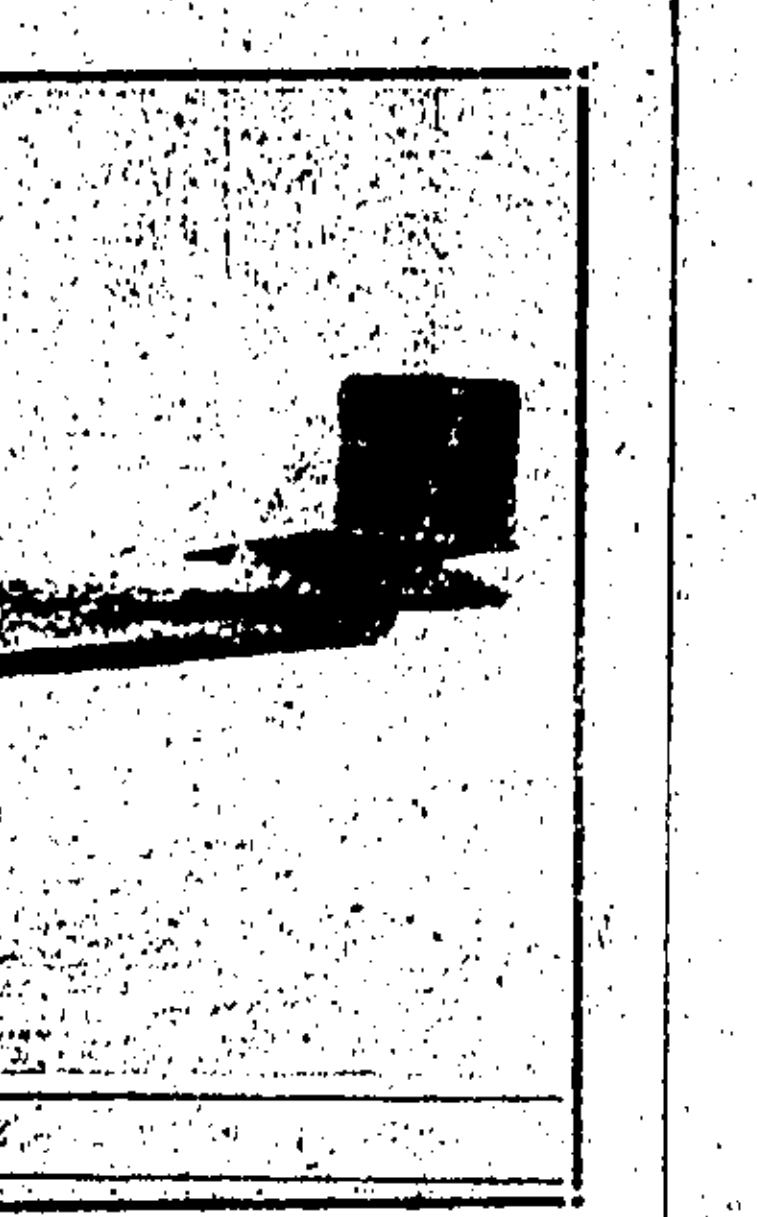
Washington, Sept. 4.
The Treasury entered the silver
market to-day for the first time in
several months, purchasing a quar-
ter of a million ounces at 72.625
cents an ounce and 100,000 ounces
at 70.75 cents an ounce. It is
understood the silver is required for
the subsidiary coinage.

TYPHOON DELAYS.

DI PINEDO HELD UP AT
MANILA.

(Reuter's Service.)

Rome, Sept. 4.
Colonel Di Pinedo has telegraphed
from Manila that he will not be
able to resume his flight before
September 10, owing to typhoons.



Flying the aeroplane in which they set out from Kings Bay, Spitzbergen, on their unsuccessful
flight to the North Pole, Roald Amundsen and Lincoln Ellsworth, returned to Oslo, Norway, and were
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COLLISIONS.

MOTOR AND LORRY
ACCIDENTS.

NO CASUALTIES.

Three car collisions have been
reported to the police, in none of
which were serious injuries
sustained by anyone.

A driver employed by the
Chung Mei garage reports that
while driving one of the cars along
the Taipo Road and endeavouring
to pass another lorry he failed to
observe another lorry coming in
the opposite direction. The two
met head on but at no great speed.
Damage was done to the fronts of
both lorries.

A taxi-driver reports that he
knocked down an Indian soldier
who crossed unexpectedly in front
of his vehicle near Murray Bar-
racks in Queen's Road. The
Indian sustained injury but refus-
ed the offer of a lift to Hospital.

A driver of the Nan Yang
Tobacco Company reports that as
he was driving along Praya East,
a tramcar bumped into the rear
of his vehicle near Percival Street.
The front of the tram car was
slightly damaged.

Mr. P. W. Massey and Mrs.
E. M. Russ arrived in the Colony by
the s.s. "Narkunda."

Pte. G. Garrard, No. 5 Platoon,
Hongkong Volunteer Defence
Corps, has been promoted to the
rank of Lance Corporal.

Among the passengers departing
to-day for Home by the s.s.
"Narkunda" is Miss H. Irving,
daughter of the late Director of
Education.

The return of cases of notifiable
diseases which have occurred in the
Colony of Hongkong during the
24 hours ended September 3,
gives two cases of scarlet fever, one
of diphtheria and one of typhoid.

Police officers have been
employed to guard the bodies of
the late Mr. and Mrs. H. H. H.
who were buried in the cemetery
at Yau Ma Tei.

LOCAL OLYMPIAD.

"HERMES" AGAINST HONG-
KONG VOLUNTEERS.

ALL BRANCHES OF SPORT.

H.M.S. "Hermes" is to take
part in an Olympiad in Hong-
kong, their opponents being the
Hongkong Volunteer Defence
Corps.

A good many branches of sport
will be covered and arrangements
are now being made. At a sports
committee meeting of the Defence
Corps yesterday the following
secretaries of sub-committees
were appointed:

Rugby football: Pte. G. P.
Laurie.
Association football: Pte.
F. G. L. Wheeler.
Hockey: 2nd Lieut. E. J. R.
Mitchell.
Cricket: Corpl. H. Owen
Hughes.

Water Polo and Swimming:
Pte. D. Lyon.

Athletics: C.Q.M.S. A. K.
Mackenzie.

Lawn Tennis: Pte. H. J. Arm-
strong.

Shooting: Sergt. H. G. Burns.

Golf: Captain R. Melville
Smith.

Billiards: 2nd Lieut. F. N.
Young.

Polo: 2nd Lieut. J. Bartholo-
meu.

Boxing: Lce. Cpl. L. P. Ralph.

Fencing and Bayonet fighting:
Secretaries to be announced
later.

2nd Lieut. E. J. R. Mitchell, as
Sports Officer for the Corps, will,
of course, act as general secre-
tary.

Owing to it being so late in the
season, the water-polo match had
to be arranged at rather short
notice. As already notified, it
will take place at the V.R.C. bath
to-night. The other events will
take place from time to time and
may be spread out over a few
months. Some excellent com-
petition is anticipated.

BACK TO HONGKONG.

HOW A STRIKER DODGED
THE PICKETS.

FORBING, SAMCHUN RIVER.

How a striker returned to Hong-
kong from Canton this week, in
risk of his life, was related to a
"China Mail" reporter this morn-
ing.

After a stay of about two
months in Canton he began to get
tired of the inactivity. Some of
his colleagues were earning money
there by working at 20 cents a day
—in addition to food provided by
the Executive—on the road to
Whampoa. This road was now as
long as "the eye could see" but
people whose property adjoined
the highway were up in protest as
their paddy fields had been ruth-
lessly cut up without compensa-
tion. Others, who had a few
dollars, pitched stalls in the
streets. They snipped off electric
wires, took whatever current they
wanted—also without payment—
and made money by hawking.

This man's batch was quarantined
in a block of new buildings but
they got their meals in a disused
fountain house. Mosquito nets or
even beds were absent. They
slept on the hard floor.

A trip to Shekki had proved
abortive as the tow-boat carried
about ten batches of new pickets
for Chinshan. Taking the train at
Taishatan, the striker reached
Samchun, the fare for a third-
class ticket being \$3. At Samchun
Market, he passed the night in an
improvised boarding house, where
he slept on the floor for 20 cents.

Several "mushroom hotels" had
sprung up there to cope with the
people always passing through.
On being turned back at the point
of the Keyong-kat, the Chinese
bridgehead on the Samchun River,
the striker paid \$1.50 as a bribe
and walked ten miles to a spot
where the river could be forded.

When in knee-deep water, some-
body opened fire at him and he
ran for over three hours till he
reached Sheungshui station (in
British territory) where a train
took him to Yau Ma Tei for 85 cents.

Business, September 4.—The
striking railway men's refusal
to work at midday "banes" the
city.

An agreement with many
small business concerns has been
reached by the Hongkong & Shanghai
Banking Corporation, Ltd., and the
British & Chinese Bank, Ltd., and
the Chartered Bank, Ltd., to
continue their business as usual.

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the late Mr. and Mrs. H. H. H.
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at Yau Ma Tei.

THE NEWEST NECKWEAR.

It is a fact that we
can place before you at any
time an attractive selection
from London's latest pro-
ductions in fine neckwear;
never were we in a better
position to substantiate our
claim than we are now.
The opportunity to show
you our stock is sought
and a courteous welcome
awaits you whether you
come to buy or merely to
see our varied selection.



Silk Bows from \$1.75
Wide Ties from \$2.50

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Engagement, Wedding and Wedding
Rings a specialty.
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HENRY RICHARD

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Ceramic Floor Tiles,
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and all other tiles for
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Goods, etc.Trustees of Estates, Executors of
Wills, etc.Warehousing of goods of all
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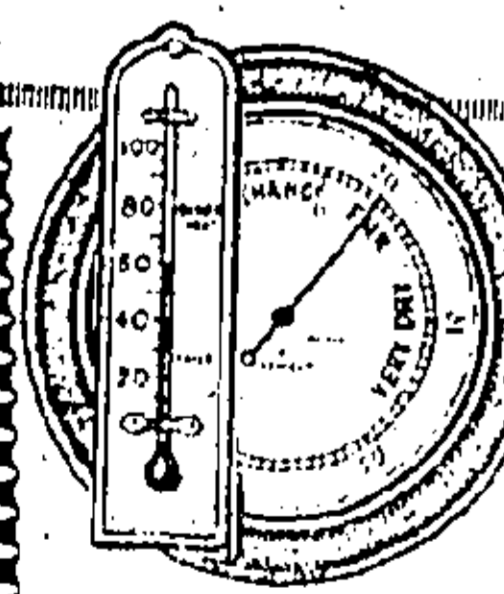
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received and delivered by Motor
Lighter.Lighterage of any description undertaken.
Tugs and Lighters may be obtained at
all hours.Motor Boat and Launches available
for Bathing Parties.For terms and particulars apply at the
HEAD OFFICE—ST. GEORGE'S BUILDING.Telephones: Head Office—Central 781. Night, Sunday or Holiday
Chinese Branch Office—Central 4885. Ring up Kowloon 622.

HONGKONG & TERRITORIAL ESTATES, LTD.

(Property Owners, Estate Agents,
Land Valuers, etc.)

WILL UNDERTAKE THE

Development and Improvement of Landed
Property and attend to all Branches of
Real Estate Business.For terms and particulars
Apply at the Head Office,Tel. C. 781. "St. George's" Building.
Telegraphic address "ESTATES"

Fresh Air on Tap!

WHEN it is "set fair" with
the thermometer in the
eighties you can always
command a refreshing
breeze from your.

Electric Fan

It will keep you fit until
holiday-time, and sustain
you at concert-pitch after-
wards.One unit of electricity will
drive a small fan for 20
hours.

THE CHINA LIGHT & POWER CO., (1918) LTD.

Showroom: 62, Nathan Road, Kowloon.

Telephone No. K. 577.

COMMERCE AND FINANCE.

INSURANCE NOTES.

The Royal Exchange Assurance.

The accounts of the Royal Exchange Assurance Company always make interesting reading, and those in respect of the year 1924 are no exception to the general rule. As regards Life business a steady advance occurred in new assurances, which, it is satisfactory to note, has been accompanied by a reduction in expenses. The new sums assured last year went up from £1,577,000 to £1,861,800, so that net premiums accounted for £611,000 against £549,000. The expense ratio declined from 17.5 per cent. to 17.1 per cent., and the total of the life fund was taken up from £3,259,000 to £5,618,000.

The Royal Exchange now controls the State, the Car and General, the Local Government Guarantee, and the National and Provincial offices, but the accounts of these undertakings are not included in its own accounts. General business was not quite so good last year, but it is satisfactory to note a substantial advance in premium income in the marine department. The total of premiums here was £355,500 compared with £317,800 in 1923 and £360,100 in 1922. Claims, however, were very heavy, absorbing no less than £521,200, while expenses required £98,800 over 11.5 per cent. of premium income. As a result the Directors adopted the wise policy of making no appropriation to profit and loss, so that the fund was increased by £1,800 to £702,101. Some falling off occurred in the premiums which totalled £1,365,500 against £1,411,500 but a good showing was made in the general accident department. In this branch the premium income has risen by £108,000 since 1922, and the total of premiums including those of the subsidiaries is now £1,478,500. The claim ratio in respect of 1924 was 19.8 per cent., while expenses required 19.1 per cent. of premium revenue. The Company was thus enabled to carry £71,000 to profit and loss. In the Fire department there was a reduction in the claim ratio of 7.7 per cent. to 46.8 per cent. of premiums. Unfortunately, however, the expense ratio was substantially higher, rising from 46.5 per cent. to 48.2 per cent. Even then, however, the results cannot be regarded as altogether unsatisfactory, for profit and loss benefited by £109,300, deducting from this the sum of £22,500 on account of interest, the net profit amounted to £86,800, or about £50,000 less than in 1923. An interesting transfer to the profit and loss account was made in respect of business as executor or trustee, which the Company has now undertaken for some years. The funds in this section now total no less than £40,000,000, and last year fees amounted to £23,100, which enabled an allocation of £7,200 to be made to profit and loss.

RUBBER MARKET.

Messrs. Carroll Bros. are in receipt of a cable from Singapore to-day, giving the following quotations and also stating that rubber is now quoted \$1.25 per lb. Singapore also advises that the Tambalak Rubber Estates, Ltd. has declared a final dividend of 12 per cent.

Rubber Prices (4/9/25).	
Alor-Gajahs	1.90
Amalgamated Malays	3.20
Ayer Moleks	2.25
Ayer Panas	10.00
Balgownie	4.20
Bassett	1.20
Bukit Jelutong	1.15
Bukit Katils	1.35
Changkat Serdangs	6.10
Genedais	2.10
Indragiris	8.50
Jerams	1.10
Jimahs	1.80
Kedahs	3.20
Kempas	6.50
Kuala Sidims	2.75
Lunas	11.75
Malaka Pindas	2.65
Malakoffs	4.50
Mandai Tekongs	0.85
Mayfields	8.50
New Serendahs	4.10
Panjams	9.50
Parit Peraks	3.25
Perak Rivers	1.85
Punggors	1.35
Sandycrofts	3.00
Scudais	2.65
Sungei Bagans	3.10
Tapahs	20.00
Tambalaks	1.80
Teluk Ansons	10.00
Temerloh	1.05
United Malaccas	2.25
Utan Simpans	8.20

TO-DAY AND EVERY DAY

the poisonous waste materials of the body need evacuation. Neglect of this simple law of nature is the cause of much ill health. To restore daily regularity in the case of constipation, it is that is needed. And when necessary they keep the system cool and clear, dispel sick headaches, and bilious attacks, stimulate the appetite, aid digestion, clear the skin, purify the blood, relieve stress.

402 Chambers, New York—60 cents
Retail from the Manufacturer
to Kowloon Road, Shanghai

P. I. TRADE NEGLECTED.

American Expert on Failure to
Develop the Island.

San Francisco, June 25.—America has failed to use the advantages and opportunities she had had to develop the Philippines, Daniel H. Williams, author of "The United States and the Philippines," said in an address prepared for delivery at the National Foreign Trade Council at its annual convention here. The whole American policy had been a wrong and had shown "stupidity," he said, in discussing conditions in the Philippines.

Judge Williams was unable, at the last moment, to be present to deliver his address in person, but his paper was read to the meeting by Judge John W. Hunsberger, of Manila, chairman of the Philippine group sessions.

In 1898, just Americans regarding the Philippines as a field for "business endeavour and in no way as a trade asset to be utilised and improved on behalf of the American and Filipino peoples," said Mr. Williams in his paper. "There is in the Philippines today a total area of about 61,000 square miles of virgin land awaiting development. The Philippines is a vast potential capital, experience or initiative for development. It is a vast potential wealth of the land—agriculture, forest and minerals—never to be realized, it will have to be through investment of outside capital."

American capital would naturally have the advantage, but unfortunately Congress has done nothing to help it. Instead, in 1902, passed a law, still in force, placing the entire land under control of the United States. The Philippines is a vast potential capital, experience or initiative for development. It is a vast potential wealth of the land—agriculture, forest and minerals—never to be realized, it will have to be through investment of outside capital."

While all efforts to develop these resources have been blocked on the ground of exploitation the fact is that this retarded development has resulted in governmental backwardness. "Lord Northcliffe, while visiting Manila, remarked that the British regard Manila as probably the finest distributing centre in the Far East, not excepting Hongkong. But this far the United States has neglected to take advantage of this position. This country has almost gone to war over the 'Open Door' in China, but it has done little to utilize its economic, commercial and industrial opportunities in the Philippines for the benefit of America and Filipinos alike."

LONDON SUBWAYS.

London, July 20.—American capital is going to provide London with the biggest underground railroad system in the world, according to "The Daily Graphic," and the ever-growing problem of traffic congestion of London streets will be solved.

The scheme, which was designed by an English engineer, provides for a network of "goods" tubes below the level of the present underground railroad system. It will link up all the big railroad stations and market centres, give employment to 10,000 men and require \$25,000,000, most of which, says "The Daily Graphic," is coming from American. Financial details of the scheme are being submitted to the Ministry of Transport, and if these are approved, Parliament will be asked to authorize construction of the tubes. It is expected that the first line will be in operation in 1928.

RICE EXEMPTION EXTENDED.

An Imperial ordinance for the extension of the term of exemption from import customs tariff on rice to October 31 has been announced, countermanding by Mr. Hayami, Minister of Agriculture and Forestry. The Government decided to extend the term with the object of increasing the stock of Saigon and Bangkok rice in Japan and thereby alleviate the high rice price.

1926 MOTOR CARS.

Many Changes With Cuts in Price.

Detroit, July 21.—The week witnessed final preparations for the bringing out of advanced 1926 lines of cars by several automobile companies.

Cadillac's new lines involve a considerable number of changes, even though the distinctive features of the car are to be retained. The motor has been simplified, some improvements made, the body considerably changed and the whole car reduced several hundred pounds in weight. Prices have been reduced in some cases to above \$300.

Jewett next week will announce its 1926 line, which will include a new model, a de luxe coach, to sell at \$1,400. The wheel-base has been increased three inches to 115. More than a score of improvements have been made in the motor and body, including mechanical refinements. Prices cuts range from \$15 to \$120.

Oldsmobile is expected to make an announcement of a new series of models soon with some revisions in price. Pontiac anticipated announcement will be withheld, though the 10 and activities in the branches of this company are being centered around factory adjustments preparatory to bringing out cars with some new features around the middle of next month. It is reported that these will be continued mostly to the body and chassis, with 14, if any, appearing in the motor. Rumour is that a price cut may be made.

As in announcing changes in its cars, Oldsmobile price advances at the same time. It is believed this has been done to prevent an overlapping with prices of the Ajax models. No other upward price revision are looked for. It is confidently believed that where price changes are to be made these will be downward, the trend which is being sharply outlined by the recent action of Oakland, the current actions of Cadillac and Jewett and the prospective one of Buick, Oldsmobile and Ford.

Operations drop in two weeks. Currently the industry is operating at a lower rate than a fortnight ago, probably on a 66 per cent. of capacity basis. Without doubt it would be at a lower rate were it not for the exceptional demand for certain makes of cars, which has resulted in these having unfilled orders on their books.

Demand, however, is not so small that a goodly rate of production would not be likely without the presence of qualified orders. The retail buying of cars is being maintained at a better rate than ever before in July.

The attitude of most makers toward the latter half of the year continues, however, one of optimism. They see nothing that tends to cast doubt on their belief that the remainder of the year will prove better than any previous like period, or at least on a par with any similar time.

They point out that nothing in the economic situation should cause them to feel concern. Schedules drawn up for the remaining months, however, are being made flexible enough to provide for any decline in buying.

SAIGON RICE.

Messrs. William G. Hale & Co., Ltd., of Saigon, in their fortnightly circular, dated August 17, state:—

At the beginning of the last fortnight our market was rather active and prices continued to advance owing to purchases effected for China and Japan. Java also bought some parcels of Brokens 1 and 2 mixed for August and September, and enquiries were received from Mauritius. But Japan soon after ceased its purchases as the Custom duties have been postponed to October 31 and on the other hand troubles in China not being settled as previously expected, the market weakened and closed dull with a downward tendency.

Paddy.—Nothing fresh to report. Arrivals are still very small and stocks in the interior are not very important. It is estimated that only about 800,000 tons of rice now remain available for export.

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Subscribed Capital £2,000,000
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Reserve Fund £1,000,000

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Sole Agents: Messrs. Williams & Morrow, Ltd., 10, Queen's Road, Hongkong.

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
C. ARIMA, Manager.
Hongkong, 20th August, 1925.

FOOK SUN FOY SALES
Pauzeau, 10, Queen's Road, Hongkong.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 66, Boulevard Haussmann, Paris.
Subscribed Capital Frs. 75,000,000.00
Paid-up Capital Frs. 37,500,000.00
Reserve Fund Frs. 37,500,000.00

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FRANCO-CHINESE NATIONAL D'ESCOMPTES
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LONDON: The National Provincial & London Bank of England, Ltd., Commercial Union Bank of Australia, Ltd., etc.
NEW YORK: J. P. Morgan & Co., etc.
AMERICAN BANKING CORPORATION, etc.

Interest allowed on Current Accounts and Deposits according to arrangement.
Every description of Banking and Exchange business transacted.
A. LECOT, Manager.
Hongkong, March 20, 1924.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

INCORPORATED CAPITAL \$50,000,000
PAID-UP AND FULLY PAID UP \$20,000,000
RESERVE FUNDS \$26,500,000
INTEREST \$4,500,000
DIVIDEND \$26,500,000
RESERVE LIABILITY OF \$214,000,000
PROFITABLE \$214,000,000

COURT OF DIRECTORS:
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CHIEF MANAGER:
A. E. BARLOW, Esq.

MANAGER: Shanghai—G. H. STITT, Esq.
LONDON BANKERS:
Westminster Bank, Ltd.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or longer periods in Local Currency and on terms which will be quoted on application.
Hongkong, May 20, 1925.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month. Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. E. BARLOW, Chief Manager.
Hongkong 7th January, 1925.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

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Paid-up Capital £2,000,000
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FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter period at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, April 15, 1925.

THE YOKOHAMA SPECIE BANK, LTD.

Established 1880.

Capital (full paid-up) Yen 100,000,000
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Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.
C. ARIMA, Manager.
Hongkong, 20th August, 1925.

FOOK SUN FOY SALES
Pauzeau, 10, Queen's Road, Hongkong.

THE BANK OF EAST ASIA, LIMITED.
HEAD OFFICE: HONGKONG.
Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Fund \$5,000,000

DIRECTORS:
Hon. Mr. Chow Shou Son—Chairman.
Fung Ping Shan, Mok Ching Koon, Li Koon Chun, Wang Yau Tsang, P. K. Kwoh, Hui Yui Tai, Ng Ching Lok, Kan Ying Fo, Fong Wai Ting, Chan Ching Shai.

Every description of Banking and Exchange business transacted. SAFE DEPOSIT BOXES to let. KAN TONG FU, Chief Manager.
Hongkong, 16th February, 1925.

SOLE AGENTS: Messrs. Williams & Morrow, Ltd., 10, Queen's Road, Hongkong.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.
Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Fund \$5,000,000

DIRECTORS:
Hon. Mr. Chow Shou Son—Chairman.
Fung Ping Shan, Mok Ching Koon, Li Koon Chun, Wang Yau Tsang, P. K. Kwoh, Hui Yui Tai, Ng Ching Lok, Kan Ying Fo, Fong Wai Ting, Chan Ching Shai.

Every description of Banking and Exchange business transacted. SAFE DEPOSIT BOXES to let. KAN TONG FU, Chief Manager.
Hongkong, 16th February, 1925.

SOCIETE FRANCAISE DE GERANCE DE LA BANQUE INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO CHINOIS.

(Incorporated in France).

HEAD OFFICE: 74, Rue St. Lazare, Paris.

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Reserve Fund Frs. 10,750,000

Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE, Frs. 60,000,000.

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London: Midland Bank, Ltd.
New York: Irving Bank Columbia Co.

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Special Reserve (G. 23,600,000) 2,138,200

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EASTERN HEAD OFFICE: FINESTRA.

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M. J. REBERSCHLIER, Manager.
Hongkong, November 4, 1924.

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(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) Yen 58,500,000
Reserve Fund Yen 12,500,000

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The Bank has Correspondence in the Commercial Centre in the European Continent, Russia, Spain, Portugal, Japan, India, China, Siam, Philippines, Indonesia, Java, and Dutch India, Australia, America, Africa, etc.
Interest allowed on Current Accounts, and Fixed Deposits at rates which will be quoted on application.
Z. YAMAMOTO, Manager.

HONGKONG BRANCH:
8, Des Voeux Road, Central.
Hongkong, 5th June, 1924.

THE BANK OF CHINA.

行銀國中

(Specially Authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital \$100,000,000
Paid-up Capital \$18,275,000
Reserve Fund \$9,339,458.20

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HONGKONG BRANCH:
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Pauzeau, 10, Queen's Road, Hongkong.

CANADIAN PACIFIC

Tel. Central No. 2274. NANYO YUBEN KAKKA.
2nd floor, Prince's Building

Mr. Julian Huxley, Fellow of New College, Oxford, who has just been appointed Professor of Zoology at King's College, London, at the early age of thirty-eight, is a grandson of the great Huxley, and son of the present editor of the "Cornhill Magazine." A King's Scholar at Eton, he went up to Balliol with a Brackenbury Scholarship, getting a "first" in the Natural Science Schools in 1908. He performed the rare feat, for a scientist, of winning the Newdigate prize, evidence of literary ability not altogether unexpected from a close relative of Matthew Arnold. After holding an Assistant Professorship in an American University and serving in the Army during the war, he returned to his old University as a don at New College. He has written extensively on scientific subjects, though he is not, of course, as well known to the general reader as his brother Aldous Huxley.

Journal of Management Studies, 19(1), 67-80.

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S. S.	Tons	FROM HONGKONG (ABOUT)	DESTINATION
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"JEYPORE"	5,318	11th Sept.	Singapore, Penang, Col'to & Bombay
"KEYBER"	9,114	19th Sept.	Port Said, Marseilles, London and Antwerp & Hull
"KARPORE"	5,383	24th Sept.	Singapore and Bombay
"KARMALA"	5,188	30th Oct.	Marseilles, London & Antwerp
"BOUDAN"	6,096	14th Oct.	Singapore, Penang, Col'to & B'way
"MALWA"	10,941	17th Oct.	Marseilles & London
"BOULIA"	6,812	28th Oct.	Singapore, Penang, Col'to & B'way
"KHYA"	6,136	31st Oct.	Marseilles, London and Antwerp
"MANUA"	10,962	14th Nov.	Marseilles, London and Antwerp
"KALYAN"	6,144	28th Nov.	Singapore, Penang, Col'to & Bombay
"KASHMIR"	6,838	10th Dec.	Marseilles and London
"MORSA"	10,911	12th Dec.	Marseilles, London & Antwerp
"KARPORE"	9,006	26th Dec. 1925	
"MAEDONIA"	11,480	8th Jan.	Marseilles and London
"KEYBER"	9,114	22nd Jan.	Singapore, Penang, Col'to & B'way
"DELTA"	8,497	4th Feb.	Marseilles and London
"MALWA"	10,941	16th Feb.	

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BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,008	24th Sept.	Singapore, Penang & Calcutta.
"TALAMBA"	8,018	9th Oct.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"AKAFURA"	6,000	7th Oct.	Manila, Iloilo, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,600	4th Nov.	do.
"TAMBA"	8,858	2nd Dec.	do.
"AKAFURA"	6,000	6th Jan.	do.
"ST. ALBANS"	4,600	3rd Feb.	do.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hanoi, Calcutta, Bombay, Tawao, Timor, Darwin, or other ports en route as inducement offers. Frequent connections from Australia with the following:—
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SAILINGS TO SHANGHAI & JAPAN

"KARMALA"	9,128	8th Sept. at 6 a.m.	Shanghai, Moji and Kobe
"TILAWA"	10,008	8th Sept.	Kobe
"AKAFURA"	18,000	12th Sept.	Shanghai, Moji and Yokohama
"MALWA"	9,941	16th Sept.	Shanghai, Moji and Kobe
"BOUDAN"	16,693	18th Sept.	Kobe
"TALAMBA"	8,018	21st Sept.	Shanghai, Moji and Kobe
"KHIVA"	9,135	2nd Oct.	Shanghai, Moji and Kobe
"BOULIA"	6,812	10th Oct.	Shanghai, Moji and Kobe
"ST. ALBANS"	4,600	17th Oct.	Shanghai, Moji and Kobe
"MANUA"	10,962	1st Nov.	Shanghai, Moji and Kobe
"KALYAN"	6,144	7th Nov.	Shanghai, Moji and Kobe
"TAMBA"	13,811	14th Nov.	Shanghai, Moji and Kobe
"MORSA"	9,858	14th Nov.	Shanghai, Moji and Kobe
"KASHMIR"	6,838	18th Nov.	Shanghai and Kobe
"MAEDONIA"	11,088	18th Dec.	Shanghai, Moji and Kobe
"AKAFURA"	6,000	12th Dec.	Shanghai, Moji and Kobe
"KEYBER"	9,114	18th Dec.	Shanghai, Moji and Kobe
"MALWA"	10,941	8th Jan.	Shanghai, Moji and Kobe
"ST. ALBANS"	4,600	8th Jan.	Shanghai and Kobe

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For further information, Passengers, Freight, etc., apply to—
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will be loading for Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian Ports on or about 24th September.

Further sailings:	Expected on or about	Will leave homeward bound on or about
M.S. "ASIA"	15th September	
M.S. "JAVA"	15th October	
M.S. "AFRIKA"	15th November	
M.S. "MALAYA"	10th December	

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The East Asiatic Co., Ltd.
Copenhagen.

SHARPER AT LARGE.

LORD READING'S NAME
USED BY THIEF.

The name of Lord Reading, Governor-General of India, has been used freely by a man calling himself "Mr. David Gluckstein" of J. Lyons and Co., and of Scotland-yard for obtaining jewelry and furniture under false pretences, states the "Daily Express."

He is described as of attractive appearance, immaculately dressed, and with charming and "dazzling" manners. A description of the man believed to be the culprit has been circulated by Scotland-yard, and a number of detectives have been specially detailed to track him down.

OLD SILVER.
"Mr. David Gluckstein" visited a jeweller's shop in Kensington High Street recently, and, stating that he was interested in old silver, chose an antique silver fork, which he wished to show to a wealthy friend. He returned this and took away a ring, but this time, he did not return.

His greatest fraud was carried out on a firm of antique dealers in Brampton Road. He called on them, stating that he was acting on behalf of Lord Reading, who had practically given him full permission to purchase antique furniture to the value of £3,000.

The dealer said to a "Daily Express" representative:—
"After selecting a quantity of Queen Anne furniture, he said he was anxious to secure some Queen Anne silver, and I promised to bring to my shop a man who had a quantity of it for sale."

CHAMPAGNE.
"I then left him alone in my office, while I spoke on the telephone. When I returned I opened a bottle of champagne to celebrate the deal. He asked me for the name of a reliable jeweller, as he wished to purchase a wedding present, and I took him to a shop where I was known. He selected a diamond ring, a diamond brooch and a chain, and also purchased a tie-pin, which I admired, for me."

My friend who owned the Queen Anne silver arrived at 5.30. When Mr. Gluckstein did not appear, I rang up Cadby Hall. They told me there that there was no such person as Mr. David Gluckstein.

"I then examined the cheque he gave me for the whole amount of his purchase, and found that it had been stolen from my own cheque-book, which was on a table in the office while I was speaking on the telephone."

Employer (to office boy, who is being sent on an errand): "On your way to Benson and Company you will pass a football ground."

Boy (hopelessly): "Yes, sir."

Employer: "Well, pass it."

The tragedian came bursting into the smoking-room of the theatrical club.

"Hurrah, hurrah!" he shouted loudly. "I've just signed a three years' contract! Ten pounds a week and all expenses, paid by the manager!"

"I'm jolly glad to hear that, old man!" said one of the members, jumping to his feet. "When do you open?"

"September 1, in Cape Town," was the answer.

The friend shook his head dismally.

"The ostrich," he said in pitying tones, "lays an egg weighing from two to four pounds."

MODERN ROMANCE.

ETON BOY AS CHINESE
D'ARTAGNAN.

THE SURRENDER OF PEKING.

Throughout the ages there have been Englishmen who have stirred men's blood by their doings in far-away lands, writes Viscount Castle-rose in the "Sunday Express."

This generation is no exception. At this moment there is with Chung Tso-lin, the rebel ruler and War Lord of Manchuria, a tall, young, one-armed, fair-haired old Etonian in the uniform of a Chinese general.

His name is Sutton. As a boy he was a fine cricketer. When he left Eton he went to South America as an engineer. The war broke out, and Sutton hurried home.

HIS HOBBY.
Bombs became his hobby, and after he had been wounded and lost an arm he became a bombing instructor and experimentalist on Clapham Common. His experiments soon became notorious, principally because Sutton disregarded all danger to himself, and incidentally to his audience.

Staff officers found that Sutton was best left alone, as in his enthusiasm an accident to a spectator was considered a minor matter compared to the success of the experiment. For instance, on one occasion a party of generals were much shocked to hear that they were standing on a time mine of Sutton's own invention.

After the war things in Europe were too quiet for Sutton, so he went to China. He looked around and decided that with a Stokes mortar he could conquer the country.

We hear of him next in a revolution at Chung King. There he was on the losing side, and had to take refuge in a British ship. The captain was concerned as to the possible results of this sanctuary, and asked Sutton to be responsible and make good any damage done by the Chinese troops.

"Of course," said Sutton. "Give me the bill at the end of the voyage."

The ship was fired on and damaged. The captain presented the account which Sutton paid as unconcernedly as if it were the price of a dinner.

Sutton now decided to throw in his lot with Chung Tso-lin, whose career has been as eventful and adventurous as Sutton's. Chung Tso-lin rules Manchuria with a rod of iron, and defies all comers. He is a man who rose from nothing, became first famous when fighting for the Japanese in the Russo-Japanese war, and has managed to impose himself by his strength of character and courage.

About a year and a half ago, Sutton arrived at Chung Tso-lin's headquarters with a Stokes mortar. With difficulty he obtained an interview, but he was able to impress this Manchurian War Lord that this latter called his generals together and explained to them Sutton's propositions.

However, a Chinese general stepped forward and said that he could do all that Sutton proposed. Chung Tso-lin accordingly decided on a test. Sutton was to operate on one side of a hill and the Chinese expert on the other. Sutton proved easily victorious.

BOMBING THE WALL.
Having now obtained the confidence of Chung Tso-lin, Sutton proceeded to establish an arsenal for mortars at Mukden.

Since then these mortars have played a great part in China. Last year Chung Tso-lin was fighting the Central Government under Wu

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FROM MIDDLESBRO',
ANTWERP & LONDON.

Consignees of cargo: per the above-mentioned steamers are hereby notified that their cargo is being returned from Nagasaki per s.s. "IYO MARU" due Hongkong on or about 7th September.

GIBB, LIVINGSTON & CO., LTD.

Agents.
Hongkong, 1st September, 1925.

Pei-fu. There was desperate fighting at Shunkaiwan, where Wu Pei-fu held the Great Wall of China. This wonderful wall was built by Tsin, Shih, Huang-Ti in B.C. 215.

It is one of the wonders of the world. It stretches from the sea, and winds its way like a great snake far into the centre of Asia. It was built by the blood and tears of countless prisoners, who laid down their lives to build this endless fortress.

The Great Wall of China is a dominating monument to the strength of ages; it is an awesome spectacle.

But Sutton was unimpressed; he viewed the Great Wall in units of targets.

He laughed and called up his mortars.

In a short while the Great Wall that had withstood the onslaughts of centuries was breached by this young Etonian, and the day was Chung Tso-lin's.

Not only that, but so impressed was Peng Yn-hsing, the Christian general, that he deserted the Government and handed Peking over to Chung Tso-lin.

Chung Tso-lin was overcome with delight and gratitude, and gave Sutton a present of \$100,000.

Sutton's lucky star was now on the rise. He went into the Mukden Club bar and casually bought one ticket for the Shanghai race sweepstake.

His ticket won, and it was worth another \$100,000.

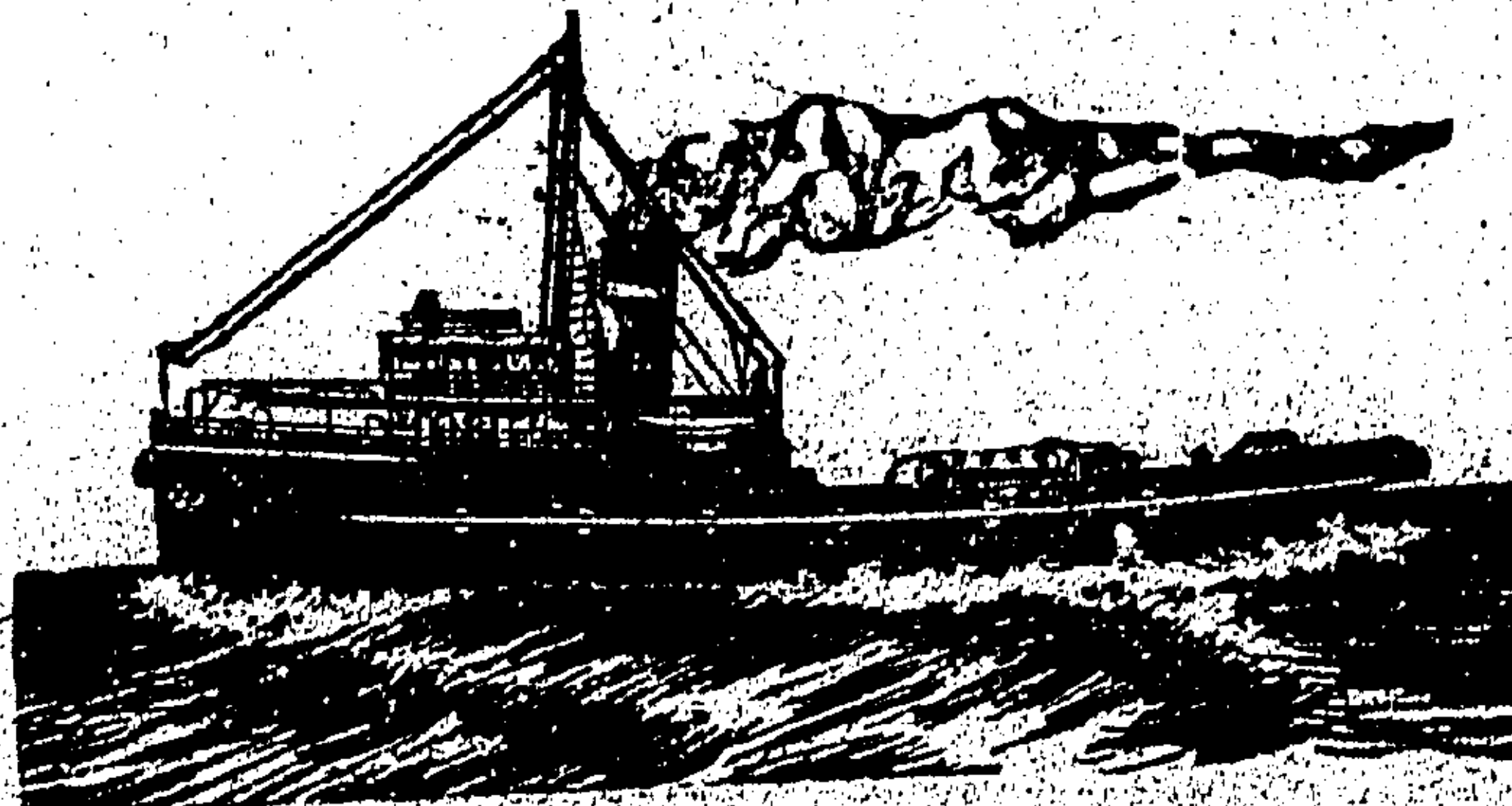
It has been said that Waterloo was won on the playing fields of Eton. That is as it may be. Certainly Sutton learnt his business there, for at Eton he is still remembered as a magnificent thrower of cricket balls, and, as the war proved, it is not a far call from a ball to a bomb.

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SUWA MARU ... Friday, 9th Oct. at 6 p.m.

HAMBURG via LONDON & ROTTERDAM.
DAKAR MARU ... Monday, 21st September.
LIVERPOOL via ADEN, MARSEILLES & GLASGOW.
TOBA MARU ... Sunday, 13th September.
SYDNEY & MELBOURNE via Manila & Port.
TANGO MARU ... Wednesday, 23rd Sept. at 11 a.m.
AKI MARU ... Wednesday, 21st October.
NEW YORK and/or BOSTON via PANAMA.
MAYBASHI MARU ... Friday, 11th September.
BUENOS AIRES via Singapore, Durban & Cape Town,
Delagoa Bay & Algoa Bay.
BOMBAY via Singapore & Colombo.
JAWA.
BENGAL MARU ... Monday, 7th September.
RANGOON via Singapore and Penang.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Thursday, 17th September.
SHANGHAI, KOBE & YOKOHAMA.
MITO MARU ... Saturday, 6th September.
FUSHIMI MARU ... Sunday, 6th September.
TAMBA MARU ... Tuesday, 16th September.
KOKOZAKI MARU ... Tuesday, 22nd September.
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Hongkong, Saturday, Sept. 5, 1925.

TOO HARSH?

Some committee rooms are like
auction rooms. There is a
hypnotism that leads to "nods,
becks and wreathed smiles" to say
nothing of words—words that in
the cold, clear light of reflection
are apt to lead to wonderment. It
may be that this applies to the
room in which the Education
Board meets. There is a growing
feeling in the Colony that there
has been a superfluity of talk in
connection with the troubles to
which Canton has put us; too
much of what Kipling would
describe as "killing Kruger with
your mouth. It is a wise saw
which directs us to speak not all
we think, but to think all we
speak. Much loose thought and
speaking is likely to do us more
harm than good. And much
threatened drastic punishment is
going to do the same. The mere
threat leads probably to harsh
impression, and more probably is
retarding the attainment of that
peace which is the desire of all
right thinking men. There is
punishment and there is harsh
punishment, and a decision has
got to be reached on the question
of the Government's Order in
Council forbidding schoolboy
strikes, leaders of sixteen and over,
entrants to any Government or
Government-aided school in the
Colony. The punishment is not
harsh, but the Government's

but represents the views of the
members of the Executive Coun-
cil. It does not appear—reading
carefully the report of the meet-
ing of the Education Board—that
either heads of schools in the
Colony, or Mr. Ralphs who, evi-
dently is at the moment in charge
of the Education Department,
were consulted in the matter or
asked to furnish an opinion. This
may mean that the Govern-
ment take the most serious view
of the conduct of the boys, and
with all the facts before them, of
the losses sustained and the
suffering thereby caused, that
punishment has been imposed to
meet a crime. There must be a
pause at this stage in any con-
sideration of the matter in ques-
tion. But, bad as the crime may
be considered—what of the
future? First offenders in any
British Court of Justice have con-
sideration shown to them, and
more so when youth mis-
manages the helm. We take that
view in the present case. To
damn any boy for ever from a
chance of redeeming himself—or
fashioning his patriotism on lines
of common-sense, seems to us to
be harsh. Professor Forster's
quiet opinion—the opinion of an
expert—backed up by other mem-
bers of the Board whose contact
with Chinese youth has been, and
is, of no uncertain kind, deserves
the greatest possible consideration
that can be given to it. The pre-
sent Order suggests difficulties
ahead. It is not giving teachers
a chance. It is not giving educa-
tion a chance. It will create a
sense of irritation and impose
hardships on those Chinese
families known to possess one or
more "striking" students. We
are in favour of punishment.
But we should like to go a step
further and make suggestion
that it is parents and guardians
of Chinese who should be warned
as to their obligations. Firmness
of parental and guardian control
has been the weakness and the
cause of the school-boy trouble.
If this can be remedied we shall
have gone a long way on the road
to permanent peace.

The total output of the Kailash
Mining Administration's mines for
the week ended August 31 amounts
to 70,017 tons.

A THOUGHT FOR SUNDAY.

And the Angel said unto him,
Gird thyself, and bind on
thy sandals.

Why should we believe in an
unchangeable God, and yet not
believe that He continues to work
His will for the world in the old
ways? Not many of us, indeed,
are living like St. Peter, in prisons
made of stone walls. Yet there is
scarce one but needs deliverance
from bonds of some sort or other
quite as real as Peter's chains,
though they are invisible to all
save ourselves, and we walk the
earth ostensibly as free men.

Twice chained between two
Roman soldiers, doubly fast in the
dungeon with inner and outer
guards, and all this inside a city
of barred gates—thus Peter; and
thus we ourselves, very often,
lying just as helplessly in the
prison-house of some darling, yet
maybe dreaded, sin; just as hope-
lessly far from any human aid,
our own or that of fellow human
creatures.

But God has still the old, old
way; and perhaps the most
wonderfully heartening thing
about modern life is that He does
continually use it to save the last
and least of us, as He used it to
save this the greatest of His
Apostles. There comes a moment
when a light shines in the cell of
our self-degradation, and we are
suddenly smitten on the side, and
the voice of the Angel bids us
gird ourselves and bind on our
sandals—cast aside the works of
darkness, and be up and doing
for God for evermore. It would
all sound incredible if we had not
felt our fetters struck from us,
and seen the way of deliverance
open up like a great gate thrown
back before our very eyes. Those
who know what resistless might
dwells in certain sins know that
it must always be a miracle—
Angel's work—the salvation of a
human soul.

NAVAL CONCERT.

LAST NIGHT'S ENJOYABLE
EVENT.

DISTINGUISHED GATHERING.

There is a saying in Hongkong
that whenever the Navy takes
charge of a thing it is sure to go
well. The arrangements made for
the transformation of the Com-
modore's tennis court last night by
means of lights and flags around the
entertainment, also the excellence of
the entertainment, certainly bore
this out to the full. The final touch
of glamour was supplied by the
audience among whom naval
uniforms blended with "civvies" and
evening attire.

The ranks of the entertainers, it
must be stated, were not entirely
recruited from naval or dockyard
circles. But the whole of the spade
work and the greater part of its
final carrying through fell on these
latter, and as a result of it the
naval branch of the Ministering
Children's League should benefit
very considerably.

Mr. Bert Burrows was responsible
for the direction of the programme
and incidentally was the life and
soul of the party as the "funniest"
of the "funny" entertainers. His
very appearance was the signal for
more laughter. The programme
was by no means all funny, how-
ever, some of the solos being of a
very high order indeed. Miss Ma-
gnum was particularly well re-
ceived by the audience and Miss
Eva Finlay sang with considerable
charm. An item which deserves
special mention was "The Wooden
Mill Tree," a pretty song scene, in
which the Misses Doreen Smith and
Audrey Steel took part with Mr.
Bert Burrows giving the lead. Its
excellent execution was due in
large measure to Mr. P. Smith.

Other artists who took part in
the concert and received well
merited applause for individual and
concerted items were: Vic Blundell,
Harold Vinear, W. G. Anderson,
Mrs. Lawrence and Irene Deacon.
Mr. W. R. Fleming, at the piano,
was responsible in no small measure
also for the success of the evening
which was brought to a close by the
passing of a vote of thanks to the
entertainers on the proposition of Com-
modore Stirling, seconded by the
Officer Commanding the troops in
China, Major-General C. O. Innes.

The concert party wish to acknow-
ledge their indebtedness for help
rendered by the Commodore for use
of the B. N. theatre for rehearsals,
by Mr. J. Lays and Mr. P. Brown
for stage lighting, to Mr. P. Smith
for his assistance, to Mr. Morrison
and Mr. C. Thompson for erection
of the stage and to Messrs. Ritters,
J. Goldstein, Babbidge and Lick
for general help.

For \$45,000 the new Cochran
mine was sold by auction under
a Supreme Court order by
Messrs. Harney and Harney, the
auctioneers, on September 3, 1925.

SHREDS AND PATCHES.

Are these new?
New? AND A They are said to
NEW ONE. be part of a posy
brought together

at Cambridge for May week.
May week is a kind of under-
graduate saturnalia in which the
college magazine bursts into
buffoonery and the Union debates
such subjects as "That this house
is of opinion that Columbus made
a grave error in discovering
America." In this spirit the
Limerick anthology has been
conceived. The stuff is classified
in the manner of the modern
poets as Edwardian, Georgian
and neo-Georgian.

There once was a cousin of
Gounod's
Who came on as Faust with a
blue nose.
Had he had, do you think,
Too much liquor to drink?
Or was it dyspepsia? Who
knows?

An eccentric old man of St.
Ives,
Who callously murdered his
wives,
Said, "It's not quite the
thing
But I thought it would bring
Some eventfulness into their
lives."

A Yankee, who posed as a Soho
beau,
Said, "I do want to play on the
oboe,
But his friends said, 'I figure
That only a nigger
Would ever be able to blow so
bo.'"

It is the easiest thing in the
world to write a Limerick. At
the least the Office boy assures us
it is. Once you get past the
"There was a" all the rest is added
to it. And to prove all this he
submits the following, based on a
recent meeting, and respectfully
dedicated, and inscribed to the
members of the Education Board,
who, the author says, will not
need a surgical operation to
understand the last line.

There was a young schoolboy
Of Queen's
Who said, "I do dote upon
scenes
"We'll rattle old T... r
"In fine striking manner
"And fill that 'shop window'
with beans."

When Mr. G. K.
A KING FOR IT. Chesterton con-
sulted a London
landlady about lodgings, he said
he did not ask her terms. "I asked
her," he said, in that whimsical
way which is sometimes the way
of wisdom, "I asked her, 'What
is your total view of the
universe?' That, he felt,
settled everything; even the cost
of lodgings. If her total view of

the universe was wrong, the price
of rooms could only be right by
accident.
We shall try this on Mr.
Taggart and report progress.
Before we make the call perhaps
someone would like to start a sub-
scription list to pay probable
hospital expenses!

There is one man in
Hongkong who thinks
he would like to be
an impresario—a person who is
in touch with the world's leading
artists and who arranges tours
for them. Such an one is Mr.
A. Strok to whom Hongkong owes
so much in more senses than one.
Strok brought us Anna Pavlova.
He sent us Misha Elman,
Zimbalist, Godowsky and others
of note in the artistic world. The
last one to come was Mabel
Garrison. Did Hongkong fill the
theatre to the doors? It did—
not. The world's greatest pianist
—Godowsky—and much as we
despise these high-falutin' terms,
Godowsky is amongst the elect—
attracted about 30 good Hong-
kongaisians. (wow!) Mabel
Garrison who is "on" the gram-
phone records got a few more,
but not very many. When she
got back "home" Mabel said, "I'm
through. No more China for
me." Tientsin rose to the occasion
and purchased 24 tickets. No wonder
Mabel grieves. But here is our
Impresario arranging tours for the
coming season. The
Denishawn dancers, Levitsky the
pianist and John McCormack,
Japan is mentioned; also Shang-
hai, Singapore and Java. Hong-
kong finds no place on the list. It
looks as if no more pearls are to
be cast before us! And can you
blame Strok? We need a change
of heart. Perhaps it will come
when our chief representative of
Imperialism will be as interested
in music—as, shall we say, bridge
—when our teachers will cease to
gloat over examination results
and sports activities, and Ice
House Street becomes a place
where the Cathedral collections
may safely be invested. Will
someone write Mr. Strok and ask
him to give us another chance,
and will those who are "so very
fond of music, you know," show
that they are?

That Dr. Johnson was
A FALLACY, the first to define an
Ambassador as "an
honest man sent to lie abroad for
the Common-wealth."
The author was Sir Henry Wotton
(1580-1639), and in a letter to
Yelsham, 1612, Wotton wrote,
"This merry definition of an Am-
bassador had chance to set down
at my friend's, Mr. Christopher
Fleckenore, in his album." Mr.
G. R. Roney, writing on August
25, 1919, said, "There is, I think,
in Pope's Diary, a story of an Eng-
lish Ambassador who defended his
practice of always telling the truth
by saying that the Ambassadors of
other nations would not believe it
at the time, and that afterwards it
enhanced his reputation with his
countrymen."

CONCERNING NOSES.

The Prime Minister has a
deprecating way with him which
we commend to ambitious politi-
cians annoyed by a lack of
popularity, says a Home paper.
He has just felt it necessary to
apologise for his failure to pro-
vide caricaturists with material.
We must pronounce that an
apology was called for. Nature
has made him one of those for-
tunate creatures who "have no
features which can easily be
taken hold of." If it were other-
wise, we should never have seen
so much of his pipe. The use of
a label of that sort for a victim
who cannot be adequately depict-
ed by the resources of mere art is
a very old expedient of the car-
icaturists. "They never get my
face," said Lord Brougham,
though he was in this too
optimistic, and are obliged to
put up with my plain features."
The necessity of caricature
decreed that Palmerston should
always have a straw in his
mouth, though contemporary
testify that he sucked away no
more than other men. "The
damnable invention of the pipe is
complained to by the Prime Min-
ister's biographer. But he has a
suspicion that there is something
about his nose. He does not com-
plain, he never notices it, but he
thinks that caricaturists have
thought a good deal about it."
A nose is a very interesting thing
it is a splendid subject for study
and it is a pity that the nose
should be so often the subject of
caricature.

nose there can be no greatness in
politics; a small, an ordinary nose
may not be absolutely fatal, but
we should always distrust its
future. Consider—to hurt no-
body's feelings—the illustrious
dead: the eagle beak of Chatham,
the heavenly nose of Pitt, the Iron
Duke's great nose, the nose of
Disraeli, the nose of Gladstone,
the nose of Joseph Chamberlain.
The Prime Minister hopes that in
time caricature may "make some-
thing presentable" of his nose.
We would not cast a blight on any
man's natural and lawful am-
bition, but frankly, we cannot
think so. From his nose, it is
but kindness to tell the truth, he
would be wise to expect nothing.
Not that he is in any way inferior
to his contemporaries. He is of a
generation which have, for the
purposes of art, no noses, and
indeed, no features of interest. It
would be idle to pretend that the
Parliamentary strife of these days
is so picturesque as when Glad-
stone and Disraeli's misanthropes
of "Randy," the nose and the eye-
glass of "Joe," flamed in the fore-
front of the battle, and behind
loomed the bearded Olympian
majesty of the late Lord Salisbury,
and the late Duke of Devonshire.
The leaders of our
day have no nose and no eye-
glass, but we have hopes of the future.
A little below the highest places
there are noses as fascinating as
any. Those in which the nose
caricatured is not the nose
of the nose, but the nose of the
nose.

HOBBS BEATS ALL.

THE HIGHEST SCORE OF HIS CAREER.

CHAMPIONS WIN AGAIN.

John Berry Hobbs has now 128 centuries to his credit, two more than Dr. W. G. Grace. This season he has made fifteen centuries, two more than any other batsman has collected in first-class cricket in any season. At Scarborough, playing the pick of England's amateurs, he beat the highest score of his career. Details are given in the table published below. It is characteristic of the "Hobbs temperament" that a batsman of his calibre should be so far down the list of "biggest individual scores" in Wisden. W. H. Ponsford tops the list of "great individual scores" by his 429 for Victoria (at Melbourne) against Tasmania in 1922-3. A. C. MacLaren comes next with 424 for Lancashire v. Somerset (at Taunton) in 1896. It has already been reported in the "China Mail" that Yorkshire had won the county championship. In the last county match of the season they beat Somerset and maintain their record of no defeat in the whole season. Results, and the table as completed, follow:—

GENTLEMEN NEARLY LOSE.

(Reuter's Service.)

London, Sept. 4.

At Scarborough, the Gentlemen v. Players match was left drawn. Scores:—

Gentlemen (1st) 270 runs. A. W. Carr made 101. Players (1st) 480 runs for 3 wickets declared. Hobbs 260 not out, his highest score in first-class cricket; his previous best was 225 at the Oval, against Nottingham in 1914. Hendren made 129. Gentlemen (2nd) 235 runs. The Hon. L. H. Tennyson made 79.

[Note:—Apparently the Players, needing 26 runs to win, did not have a chance to bat the second time.]

YORKSHIRE V. SOMERSET. At Taunton, Somerset lost to Yorkshire by ten wickets. Scores:—

Somerset (1st) 235 runs. M. D. Lyon made 73. Yorkshire (1st) 362 runs. Holmes made 90, Oldroyd 62, Leyland 55, J. C. White made 5 wickets for 82 runs.

Somerset (2nd) 147 runs. Young made 54; Macaulay made 6 wickets for 45 runs. Yorkshire (2nd) 22 runs for no wicket.

Played	Won	Lost	Drawn	Points	Percentage
Yorkshire	27	14	2	117	86.66
Surrey	22	14	2	110	84.00
Lancashire	31	19	4	155	75.48
Notts	25	15	3	125	67.20
Kent	24	15	5	120	65.83
Middlesex	22	12	3	110	64.54
Essex	26	9	7	130	50.00
Warwickshire	25	8	11	125	43.20
Hampshire	23	6	11	115	41.73
Gloucestershire	28	9	13	140	40.71
Northamptonshire	24	9	12	120	40.00
Leicestershire	25	13	3	125	35.80
Sussex	29	9	16	145	35.17
Derbyshire	23	12	2	115	30.43
Somerset	24	15	4	120	24.16
Worcestershire	26	5	18	130	21.53
Glamorgan	24	1	20	120	8.33

PRETTY CHINESE WEDDING.



Photo by Ying Ming.
Mr. Mui Tung-sau (second from right), a graduate of Pui Ching College, Canton, eldest son of Mr. Mui Yik-mun, a popular Hongkong merchant, and his bride, Miss Yau Sai-tsun, daughter of Mr. Yau Sai-tsun, after their wedding ceremony at Western Hotel, at the King Edward Hotel, on Tuesday. After the wedding there was a magnificent reception at the Man Kwo restaurant, West Point, when a Chinese band accompanied the bride and groom.

TEXT MATCHES.

ANOTHER "SUGGESTED" ELEVEN.

ENGLAND'S NEXT TEAM.

(To the Editor of the China Mail.)
Sir,—I see in your to-night's issue an English Text Match XI picked by a local gentleman—presumably on this season's form. If so, I should prefer my selection. In batting order:—

Hobbs,
Sutcliffe,
Holmes,
Hendren,
A. W. Carr (Capt.),
G. T. S. Stevens,
Kilner, R.,
Tate,
Macaulay,
Root,
Strudwick.

This XI is practically the same one as chosen by the "Field" with the exception that they leave out Hendren and put in G. Gunn. On this season's form Hendren would be a certainty.

Enclosing my card,

Yours, etc.,

"HOW'S THAT?"

Hongkong, Sept. 4, 1925.
[Note:—The selection by this writer differs from that of our first correspondent in these respects:—Hendren is left out in favour of Stevens and Root gets Parker's place. The first gentleman chose P. G. H. Fender as his captain but agreed that Carr would be preferred.]

FOOTBALL CLUB.

YESTERDAY'S ANNUAL MEETING.

MR. LOGAN ELECTED PRESIDENT.

Mr. W. Logan, presiding at the annual meeting of the Hongkong Football Club yesterday, stated that last season the stand receipts were lower, subscriptions had increased and expenditure decreased. The assets had gone up by \$980.18 and surplus cash had been placed on fixed deposit at 1½ per cent.

On the proposal of Mr. S. T. Jordan it was decided to issue a balance sheet in the next annual report. The following officers were elected:—President, Mr. W. Logan; Vice President, Mr. J. Ralston; Chairman, Mr. J. McCubbin; Treasurer, Mr. R. W. Lee; Secretary, Mr. H. M. McTavish; Captain of the Soccer XI, Mr. G. S. Rodgers; Vice Captain, Mr. A. Muir; Captain of the Rugby XV, Mr. G. P. Lummett, Jr.; Vice Captain, Mr. H. B. Forsyth; and a committee consisting of Messrs. S. J. Jordan, H. B. D. Adams, C. W. E. Bishop, and Mr. Stewart. The chairman moved a hearty vote of thanks to Mr. J. B. Hamilton for the work he had done. The chairman proposed and Mr. Jordan seconded a motion to extend the club house. A sum of \$1,000 was set aside for this purpose.

ERROR OF JUDGMENT.

JURY'S FINDING ON PO HING FONG COLLAPSE.

COMMISSION RECOMMENDED.

"TO EXAMINE CONDITION OF DANGER SPOTS."

The lengthy hearing into the circumstances surrounding the Po Hing Fong collapse which led to the death of 72 people was concluded at the Central Magistracy yesterday. After a lengthy summing up by Mr. S. B. B. McDermott, the Coroner, the jury returned a verdict of death in accordance with the medical evidence in the case of the deceased the circumstances of whose death were taken as representative of the others. The jury also made important recommendations and in respect of the retaining wall which collapsed, found that when the inspection was made in 1923 an error of judgment was made in deciding not to rebuild.

The Coroner, in his summing up, said in part:—

Mr. Creasy has given evidence as to the decision to rebuild on the site of No. 8 Station, about December, 1923. He inspected the site carefully with Mr. Lowick, now on leave, who was then in charge of the Architectural Department. They saw the cracks in the East and West retaining walls and decided that there was no sign of recent movement. They looked at all the walls. Full data was supplied as to wall No. 1. The rebuilding of the retaining walls was deliberately considered to be unnecessary. We have seen the pipe through the case of No. 1 wall at the Eastern end of In Mi Lane, with its constant discharge of clear water. We have had the evidence of Mr. Coysh, who as a Sanitary Inspector was formerly stationed in that district, that water used to leak from the base of No. 1 wall in wet weather, and to ooze out of the grassy slopes in Blake Gardens below. We have seen water flowing out from the base of other retaining walls in the neighbourhood. We have the opinion of the experts, after the event, that the original design of the wall No. 1 allowed too small a margin for stability.

In view of all this it may be questioned whether danger should not have been foreseen. It must, however, be remembered that there is no evidence of serious flooding having occurred in the houses or in In Mi Lane at the back of them. There was a sewer running along and under this lane, but we have had no indication that it was not functioning properly. The cement surface of the lane showed no signs of sinking or bucking. The very fact that a constant spring flowed from a pipe at the bottom of this wall would naturally lead one to suppose that the problem of underground waters had been considered and measures taken to deal with it at some previous date—probably when the wall was constructed. And as regards the factor of safety, it seems to me hardly reasonable to expect that Mr. Creasy or Mr. Lowick should have made fresh theoretical calculations as to the design and stability of a wall which had been approved by the predecessors, had stood nearly thirty years and was apparently still in good condition, and on which, if anything, the strain was to be lessened.

Coroner's View.

I do not think that on the evidence available before the collapse took place and the state of the subsoil at the base of No. 1 wall was revealed, danger could reasonably have been foreseen. The new station was to be heavier than the old, and in order to avoid placing any additional strain on the retaining walls it was decided to place the new building further back so as to give an angle of 45deg. from the toe of wall No. 1 to the north face of the station. Taking all things into account this decision, taken in January, 1924, seems to have been both cautious and deliberate and does not suggest a reckless disregard of consequences such as would support a charge of manslaughter.

After having referred to the general question of springs and underground water, and their origin with particular reference to Hongkong, and that particular part of it in the neighbourhood of the collapse, the Coroner said:—Mr. Creasy in his evidence, and Col. Russell, Brown, and Mr. Warren in their joint report, refer to the fact that the retaining wall of the granite subsoil under No. 1 station had been seen to sink, and that the water had been seen to flow out from the base of the wall. The Coroner said that the fact that the wall had been seen to sink and that the water had been seen to flow out from the base of the wall, was a warning that the wall was in a dangerous state, and that the Commission should be recommended to examine the condition of the wall and to take such steps as might be necessary to prevent a recurrence of the disaster.

rock into non-resistant slurry behind the wall would gradually and steadily increase the pressure on the foundations, and, at the same time, reduce the resistance to slipping at the base of the wall. It was probably only a question of time therefore when the wall, being surcharged, would slip at its base. The collapse would take place when there was some special access of pressure, such as would result from increased volume of underground streams at a time when the slopes at the top of the wall were also saturated.

What Might Have Been.

The experts have explained how, once the foundations began to slip, movement would take place in the mass above. This large mass rapidly acquiring momentum, it is suggested, overturned the wall, pushed up the surface of the land and kitchen with part of the subsoil below, and thrust the whole mass forward into the base of the houses. The whole affair was over in twenty or thirty seconds, and except as regards the initial movement the sequence of events is of no great importance. Several movements no doubt took place simultaneously.

The masonry of the wall was clearly very good, as has been shown by the difficulty experienced in breaking it up. Had weepholes been provided as liberally as in the retaining walls built by the Roads Department in recent years, and had there been proper drainage arrangements for the subsoil at the foundation, conditions would probably have remained substantially as they were when the wall was built and the disaster might not have occurred.

Precautions for Future.

Similar conditions appear to obtain for other walls in the neighbourhood. How are similar collapses to be prevented? This is a question for experts, and I can only suggest that the P.W.D. should at once collect all the data obtainable in this neighbourhood, as to cracks and bulges in retaining walls, alteration of slope and other indications of movement, state of subsoil at foundations, etc. It would be well that this duty should be put definitely in charge of one responsible officer. Careful consideration should at the same time be given to the arrangements for dealing with storm water drainage above Caine Road.

A geologist will soon arrive from Canada to continue the Geological Survey of the Colony and he is being asked to investigate and report on the causes taken by underground waters, and on the question of bringing them under control, or if that cannot be done, of avoiding the most dangerous areas in future building operations. The Engineering students of the University might obtain some useful practical experience, and at the same time be of service to the community, if they were to assist the Geologist in this work. When these preliminary investigations have been carried out the matter might then be referred to a small Committee of Experts, but I think that until a considerable amount of preliminary work has been done the time of such a body would be wasted. The question should, however, be thoroughly investigated before the next wet season. Whether or not such a committee is appointed there is no doubt that most careful attention should be given by the P.W.D. and by architects generally to the precautionary measures suggested in para. 3 of the Expert's report.

In conclusion, Gentlemen, you will bring in a verdict of death in accordance with the medical evidence in the case of Chiu Ping-wong. To justify you in bringing in a verdict of manslaughter you would require to satisfy yourselves that the gross negligence of some person or persons was responsible for the disaster; and it would be necessary for this purpose that you should come to some conclusion as to the causes of the collapse. For a verdict of death by misadventure it is not essential that you should adopt any theory as to the causes. If you have any comments or recommendations to make with a view to the prevention of similar occurrences in future you should add these by way of rider to your verdict, and for this purpose you may consider it desirable to indicate what in your opinion were the causes of the disaster. It will be my duty to bring any recommendations which you may make to the notice of the Government.

Jury's Verdict.

The jury, composed of Captain T. Arthur (foreman), Mr. Ho Kien-tong, and Mr. J. Grant Sheppard, retired to consider the verdict, and after an absence of half an hour, returned into Court with the following finding, which was read by the foreman:—We find that the deceased Chiu Ping-wong died as a result of the collapse of the retaining wall of the granite subsoil under No. 1 station, and that the collapse was caused by the failure of the wall, which was in a dangerous state, and that the Commission should be recommended to examine the condition of the wall and to take such steps as might be necessary to prevent a recurrence of the disaster.

Hing Fong Street due to the collapse of the No. 1 retaining wall, south of In Mi Lane.

The jury are agreed in the main with the views as expressed by the Coroner in his summing up of the case; but from the evidence submitted and the experts' report we are of the opinion that the No. 1 retaining wall, as originally designed did not provide for a sufficient margin of safety, also that the foundations were insufficiently drained. Further, we are of the opinion that when the inspection of the walls was made in 1923 and prior to the commencement of building operations of the new No. 8 Police Station an error of judgment was made in deciding not to rebuild or strengthen the No. 1 retaining wall.

Experts and witnesses' evidence, as well as personal examination, show in our judgment that the soaking of water from the open lot where the building operations of the new No. 8 Police Station were in progress, could at the most have been only contributory causes of the collapse, but it has been conclusively shown that the whole area in the immediate vicinity of the No. 1 retaining wall, for a number of years, been waterlogged and there has been a constant oozing of water from the bottom of the No. 1 retaining wall and into Blake Gardens, thereby demonstrating insufficient drainage of this area.

We also wish to add the following riders viz:—

(1) Examination has shown that retaining walls in this vicinity appear to be built similarly to the No. 1 retaining wall; that the foundations are on granite, in a forward state of decomposition and that there is a constant seepage of water from the bases thereof; and it is therefore recommended that such walls be thoroughly examined by experts and immediate steps taken to strengthen and/or rebuild same.

(2) The jury urgently recommend that the Government appoint a Commission of Experts to investigate the questions of responsibility and supervision by the Public Works Department of all road making, buildings—new and old, building sites, retaining walls, hillslides and particularly the drainage of the Colony.

It is further recommended that the members of such Commission shall not include any Government official and that such Commission shall be given the fullest powers to examine the conditions of all "danger spots" in the Colony; to call experts and officials and collect information from responsible persons, to examine the present Building Ordinances with a view to their amendment, and to finally recommend ways and means through which an end will be put to such deplorable accidents as have happened recently in this Colony with loss of life and enormous waste of both public and private money.

In conclusion, the jury desire to express their commendations to the police, Fire Brigade, members of the Tung Wah Hospital, the St. John's Ambulance Corps and all volunteers who participated in the rescue work; also they desire to associate themselves with the Coroner's expressions of sympathy with the bereaved families.

The Coroner thanked the jury personally and on behalf of the Government and the community, for the thought, time and energy which they had very ungrudgingly given to that enquiry. Their labours had not been confined to the hours spent in that Court, they had spent a great deal of time on the spot. The Coroner expressed thanks to Mr. Ho Kien-tong for the assistance he had given in collecting witnesses, and said he should have much pleasure in submitting a recommendation to the Chief Justice that they be released from further service for some considerable time. His only reluctance in making that recommendation was that he should deprive the Colony of the services of the three public-spirited gentlemen. The Coroner also thanked Mr. Jenkin for elucidating several important matters, and again expressed sympathy with the bereaved.

At the outset of the enquiry Mr. F. C. Jenkin (instructed by Mr. G. N. Tinson, of Messrs. Johnson, Stokes and Meador), who appeared for the relatives, asked to be allowed to address the jury on the facts, but this the Coroner declined, pointing out that it was not the custom except in cases where the person represented was likely to be charged with manslaughter.

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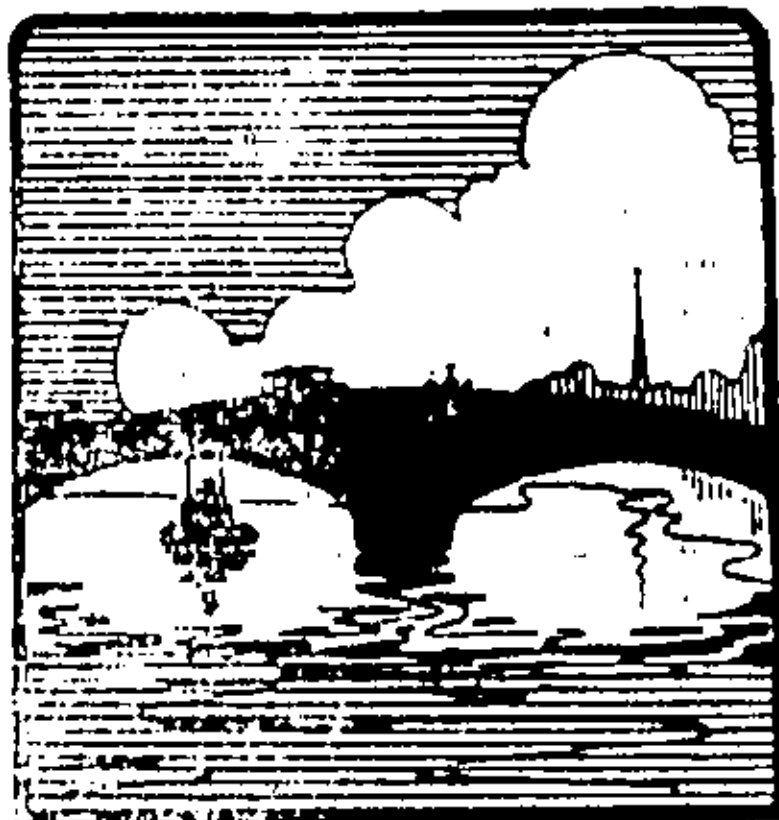
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Above: GOV ALVAN FULLER & BAINBRIDGE COLBY
Below: GEORGE D. SHAW & EDOUARD BENES

Governor Alvan T. Fuller was urged to take charge of the situation at Clinon, after thirty-two men had been arrested in Ku Klux Klan riots. Bainbridge Colby, former Secretary of State, will defend John Scopes, indicted evolution teacher of Dayton. George Bernard Shaw, Irish author, commenting on the Scopes case, called William Jennings Bryan a man "with an extraordinary uplift, but with no discoverable brains of any kind." Foreign Minister Edouard Benes of Czechoslovakia was the victim of a frustrated assassination plot.

Above: JAMES J. DAVIS & GEN JOHN L. HINES
Below: AUSTEN CHAMBERLAIN & GEN GUILLAUMAT

America's Secretary of Labour, James J. Davis, has gone to Battle Creek to undergo a short treatment in the mud baths before leaving on a tour of Europe. Major-General John L. Hines, Chief of Staff of the Army, declared the War Department was "entirely satisfied with the result of the Defence Day test." Mr. Austen Chamberlain, the British Foreign Minister, admitted relations between Great Britain and Soviet Russia have become "critical." General Guillaumat is relied upon by the French War Department to lead the French Moroccan forces to victory against the Rifian tribesmen, who have launched a terrific new offensive.

Above: "MA" FERGUSON & SEN. WILLIAM E. BORAH
Below: WILLIAM GREEN & SEN. DAVID A. REED

Governor Miriam ("Ma") Ferguson, of Texas, was hailed as "Second Abraham Lincoln" after she freed thirty negro convicts. Senator Borah declared the Chinese situation contained "nothing to change America's traditional friendliness." William Green, for the American Federation of Labour, urged the United States to maintain a "sympathetic, helpful attitude" toward Mexico. Senator Reed, following a conference with President Coolidge, favours an 8 per cent. surtax maximum.

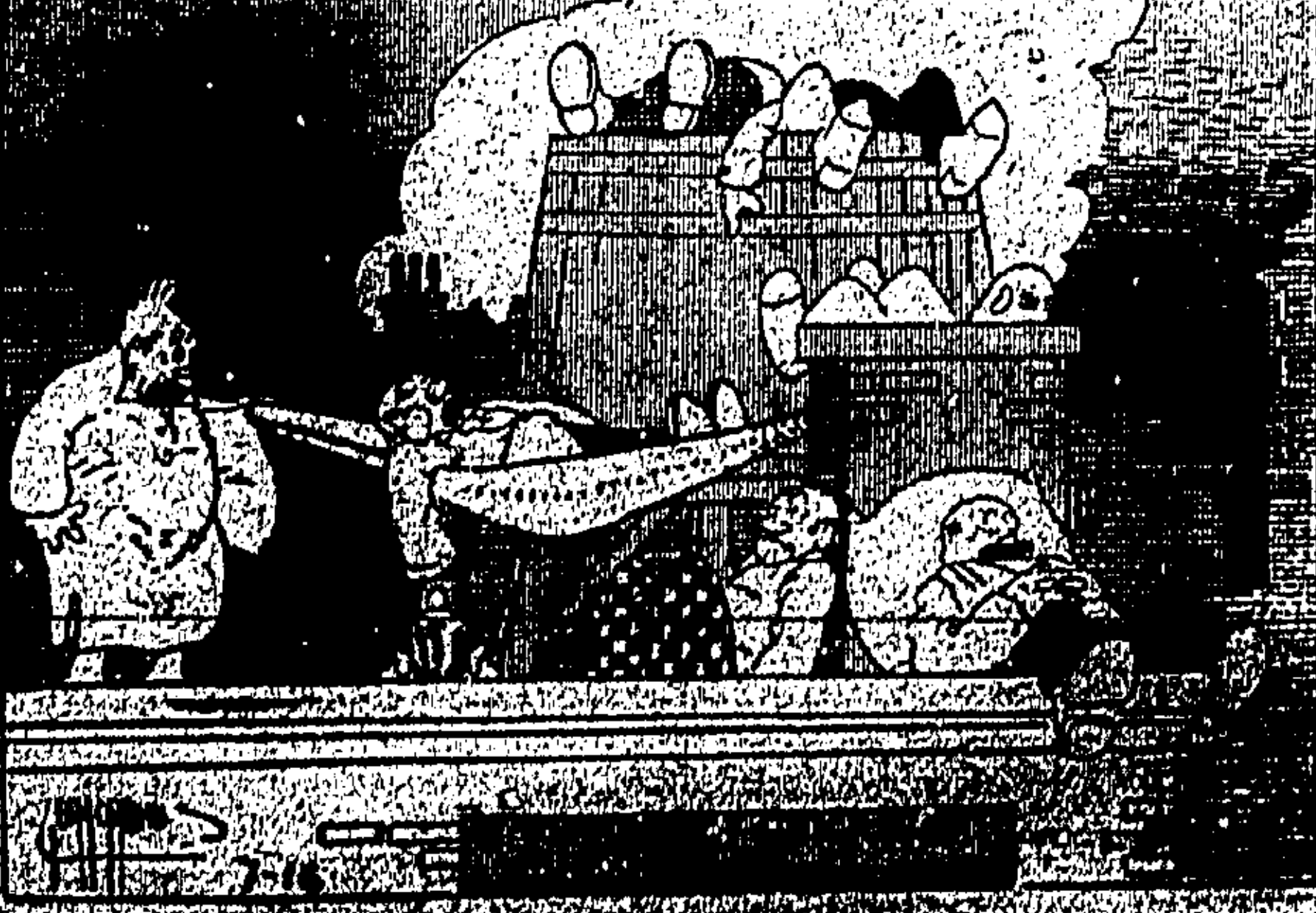
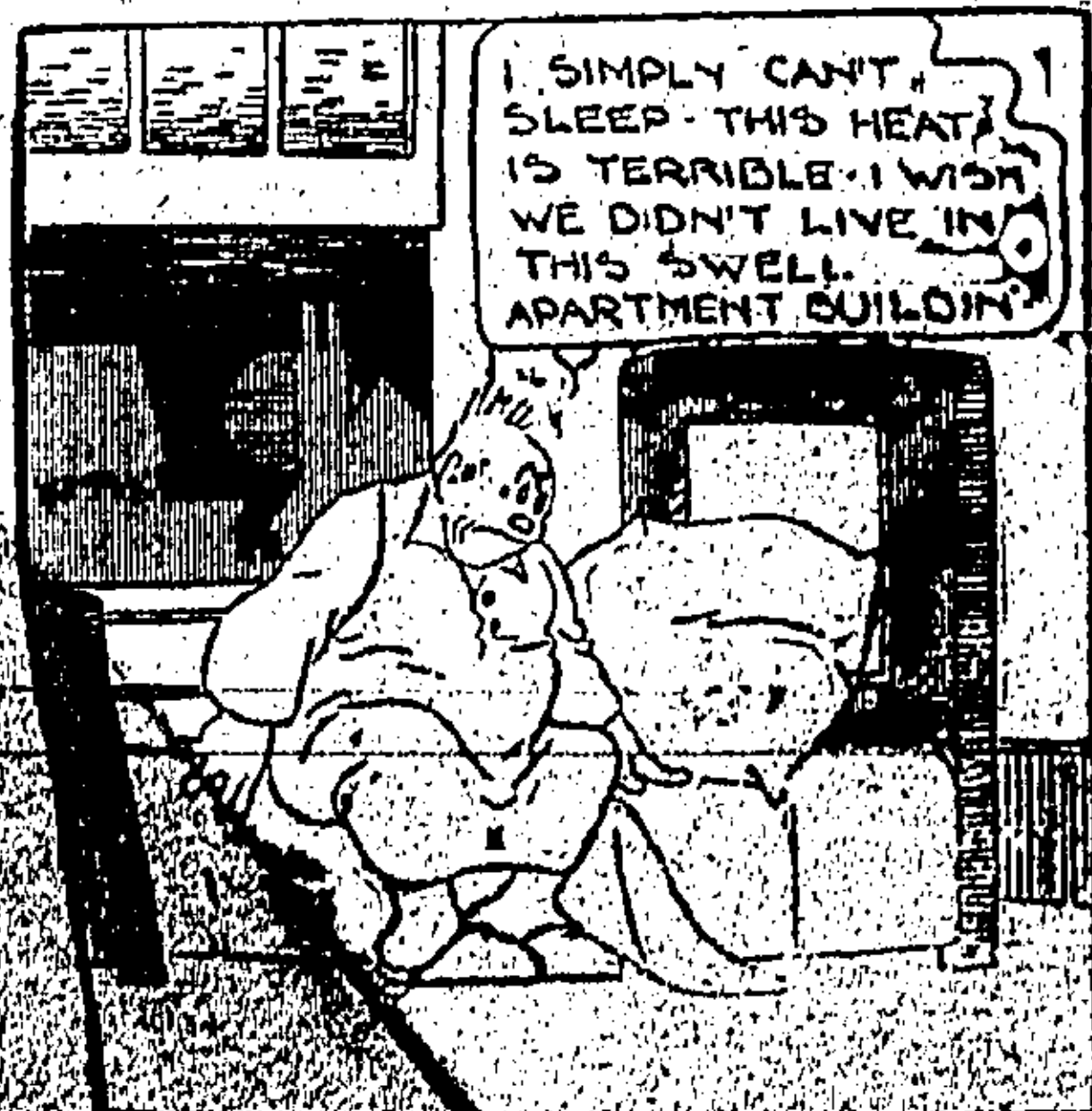


Here is a bird's-eye view of a portion of the Knights Templar parade, one of the most colourful gatherings in the history of New York City, where the organization is in conclave. The cross formation attracted bursts of applause along the line of march.



This is what was left of the engine and baggage car of a New York-Chicago Erie train after it left the rails on a curve and crashed into a freight train at Campville. The engineer, fireman and a mail clerk were killed.

BRINGING UP FATHER.



THE PRUNE GETS INTO SOCIETY



The Fruit is No Longer a Joke, But Has Become Highly Esteemed—A Species of Plum—Grown On the Pacific Coast.

(By MALCOLM MacDONALD.)

"How many of us know where the prunes originate for our breakfast, luncheon or dinner? And how many know what the prune, in its native state looks like?"

It may also be proper to ask how large a proportion of the general population realizes that the well-prepared prune is one of the greatest delights of the modern meal?

The prune is no longer a joke, with a bounding house flavour. Under the influence of advanced methods of handling and preparation it has become something more than the shrunken object that was viewed as a dish of last resort by the boarding house patrons of a generation back.

To-day's prune is a toothsome delicacy for which epicures are willing to pay a good price. On the menu cards of the high class hotels, restaurants, clubs and dining-rooms it occupies a place of dignity and respect, along with "strawberries in season" and other fruits highly esteemed for their delicate and delicious flavour. In these places of refreshment "prunes with pure cream" command the admiring con-

sideration and patronage of people who have learned their secret.

The Prune Is A Plum.

To the fruit expert it is a species of plum. Originally grown in France, the fruit is now a full-fledged American citizen and is raised with pride and attentive care by the horticulturists of the Pacific Coast. In California, Oregon and Washington the prune crop has achieved genuine commercial importance, which entitles this fruit to rank with other well-known products of the golden west as a creator of agricultural wealth.

As an American growth the prune is comparatively young. The first trees brought to this country came from France less than a hundred years ago. The actual development of the prune industry of the United States began much more recently, and it is only within the memory of the present generation that its greatest advancement has occurred.

While the industry covers portions of the three Pacific Coast States, the great bulk of the American crop is

raised in the one State of California. The Santa Clara Valley of that commonwealth is a veritable sea of prunes. It is stated on good authority that this region produces more prunes than are grown in any area of similar size anywhere in the world—which is characteristic of California when it once takes to an enterprise. Unless it can do things on the biggest scale in the world California hesitates to give things any part of its time, soil, climate or attention.

San Jose Is Pruneville.

The centre of the prune industry is San Jose. Of such importance is the prune crop in the commercial activities of this section that San Jose is facetiously known as "Pruneville." To the residents of the community, however, the nickname is wholly unobjectionable. They are proud of their prunes and anxious to let the world know it. While the trees now grown in California are descended from the French, those most favoured in Oregon and Washington are of Italian lineage. The California importations were made in

1864. The trees from Italy were brought to America twenty years earlier.

The prune has climatic preferences all its own. For successful cultivation this fruit calls for a climate of especial character, not found in many areas. The blossoming season for the tree begins in March or April. This calls for a climate in which there is little danger of frost in those months of early spring. The trees are exceedingly sensitive and are easily damaged by unfavourable weather conditions at blossom time. Frost and cold winds are discouraging factors in the cultivation of the prune orchard.

Heating The Orchard.

So sensitive is the growth that the successful prune grower must be prepared to supply his orchard with artificial heat if the climate of his locality is such as to produce danger of sudden cold weather. Oil-burners are common and a prune orchard with its oil burners going at full blast is an interesting sight.

Climate is the factor which has

brought about the development of the Pacific States as a centre for prune growing. The conditions in this respect are ideal in favoured sections of that region, and make it possible for the growers to produce a maximum of value in the form of fruit which commands a ready market throughout the country. Much sunshine and a long "growing season" of continuous warm weather are essential to satisfactory prune production, and in these particulars the Pacific area furnishes conditions which practically duplicate the warm slopes of la Belle France and sunny Italy.

Under the influence of favourable climatic conditions and western enterprise, the comparatively new industry of prune raising has been developed to a stage which makes this fruit rank next to raisins as a dried fruit of American commerce.

From the blossoming of the trees in

early spring the growing season of the crop continues until August. During this month of late summer the fruit turns to a rich bluish or purplish tinge and this indicates the approach of final ripeness. Harvesting takes place soon thereafter.

Fruit Falls From Tree.

Unlike apples, oranges, peaches and other fruits with which many of us are more familiar, the prune is not picked from the tree. The harvest does not begin until the fruit drops to the ground. When it has thus fallen the crop is gathered and prepared for the market.

The preparation of prunes for shipment starts with steady exposure to the sunshine of the dry western summer. For this purpose the gathered prunes are spread on trays made of wood or paper. In this exposure they turn brown or black, from the effect of the continuous sunshine.

During the process of drying the juices of the prunes are subjected to various changes of a chemical nature. Some of the juices turn to sugar. The sun curing requires several weeks, and naturally eliminates much of the water that is contained in the fruit when fresh.

This sun-curing process is followed by thorough washing in which they are completely cleansed and sterilized. This treatment makes it possible for the fruit to be kept for an indefinite period, running into several years.

The appearance of the fresh prune at maturity is little known to the average American. Resemblance to the plum is shown in one of the accompanying illustrations. The blue or purple skin is coated with a "white powder" which suggests confectioner's sugar, and which gives the fruit a dressy and appetizing appearance.

Beauty Of The Orchard. A drive through a prune orchard in blossom time is one of the worth-while pleasures of a trip to the Santa Clara Valley. An idea of the appearance of the flower-laden trees is given in one of the other pictures, showing a close-up view of blooming trees on a hillside with the rows of trees extending into the level land in the valley in the background.

Scientific research has played an important part in rescuing the prune from the oblivion of the humble boarding house and introducing it to good society. A generation or so ago the thought of ordering prunes at an expensive hotel would never have occurred to most people. The fruit was then regarded as belonging in the class of make-believe desserts, suitable for the simple Sunday evening meal provided by the frugal landlady, and not even remotely connected with the bill-of-fare of those who could afford fruits of more aristocratic reputation.

The role of horticultural science was to perfect the prune and prove its worth. Modern methods of handling have brought the fruit to market in most attractive form and with new possibilities as to the enjoyment of its flavour. The science of the kitchen has enabled the consumer to realize the high quality of the fruit as to flavour and palatability, and the science of food value has shown the world the intrinsic merit of its food content. Nutrition experts regard the prune well worth our consideration from the standpoint of dietary qualities. Rich in nourishment, it is also possessed of properties which make it both a tonic and a laxative. These various qualities, combined with its excellent flavour, when rightly prepared, give the prune a place in the sun—the thing most to be desired by fruits of every variety.



Paper Production is a Marvel of Scientific Discovery and Mechanical Skill—Process is Full of Interest.

(By MALCOLM MacDONALD.)

Making paper from wood pulp is one of the marvels of modern industry and twentieth century progress. The process is a remarkable blend of mechanical perfection, chemistry and swiftness of execution, with one step following another so quickly as to leave the spectator bewildered.

Paper-making is one of the things that have grown to meet new requirements. Before the development of the modern newspaper there was no call for present-day methods of production. Two or three generations ago the demand for newspaper, as this class of paper is called, was comparatively slight. To-day's requirements are tremendous. Newspapers have grown in size and circulation, in a fashion that would not have been believed by the Horace Greelys, Charles A. Dances and Benjamin Franklins of previous generations.

A single issue of a great metropolitan newspaper of 1925 calls for newspaper in volume that would formerly have

supplied the entire press of New York city for an entire week. A Sunday edition of to-day eats up white paper by hundreds of tons. If you doubt this statement, try it on your own adding machine. Assume that a single copy of your favourite Sunday paper weighs no more than a pound. Divide this into the 2,000 pounds constituting a ton, and you find that the ton of newspaper will supply but 2,000 papers. Multiply by fifty and you have a hundred thousand papers eating up fifty tons, or going a step further, 250 tons for 500,000 copies. Before you get much further you will have found that an issue of a million copies consumes newspaper to the extent of 500 tons. The number of newspapers in the United States using fifty tons at a single issue, is surprisingly large.

The greater part of this newspaper consumption is a matter of comparatively recent development. The growth of the Sunday paper, and the expansion of the week-day issues, have brought new problems in meeting the demand

for paper on which the tremendous editions may be printed. For the solution of these problems and the maintenance of a steady stream of fresh white paper into the pressrooms of America, there was call for two lines of discovery—a new source of raw material and a new method of converting it into newspaper. In the last possible degree and at the lowest possible cost, chemistry met the first problem by evolving the manufacture of paper from the trunks of trees. Mechanical skill met the second by building machinery that is one of the wonders of modern development.

Work Begins In The Woods. The raw material comes from the great forests of the United States and Canada. The cutting of trees for this purpose is consuming vast areas of timberland year after year. The timber which is prepared includes black spruce, hemlock, poplar and aspen.

The trees come from the forest in sections ranging from eight to 12 inches in diameter. In logs of short

length these reach the mills in the steady flow necessary for maintaining the supply required by newspapers from the Atlantic to the Pacific.

The first step in preparing the logs for the printing presses is the removal of the bark and knots, a process accomplished entirely by the use of machinery. When this has been done a mass of material is fed into a revolving cutter, the blades of which reduce the wood to cubical chips of a size of half an inch or more. To prepare these chips for further treatment, they are passed between heavy iron rollers which bruise them in order to make the wood more readily absorbent of the chemicals with which it is about to be treated. In effect this step is akin to the use of a hoe or rake in loosening the soil around the base of a plant, for the more ready absorption of moisture.

The bruised chips are now subjected to a hot bath, under boiling temperature for a period of several hours. The action of the steam, the soaking, and the operation of the chemicals, prepare the material for the paper making machine. The chief chemical is sulphite, a solution of sulphurous acid. The sulphite suffices to impart a strength which is lacking in the wood itself. Because of the use of this chemical the finished product is known as sulphite paper.

Kettle-Lined With Lead. When subsequently mixed with ground wood pulp, the boiled chips supply the fibrous quality needed for

the paper which is being made. The sulphite in a proportion of approximately one to three, has contributed the quality of toughness necessary to enable the paper to withstand the strain of passing through the high speed presses of the modern printing establishment. In introducing the sulphite the manufacturers have found that iron must not be allowed to come into contact with the chemical mixture. The corrosive action is fatal to the metal when the latter is exposed to the liquid, and for this reason the great kettles must be lined with lead.

In this stage of preparation the wood lacks the whiteness required for the paper on which the news of the world is to be printed. This lack is overcome by the introduction of a solution of bleaching powder, in such proportion as needed for producing the exact shade desired.

The aim of the manufacturer is to allow the process of bleaching and the introduction of the sulphite to go just so far and no further. What he seeks is the removal of impurities with as little damage as possible to the natural fibre of the wood. From his standpoint the impurities are the glutinous, resinous and

other materials existing between the cellular parts of the wood. The cellular structure is the woody portion, and the process is meant to eliminate everything else.

During the preliminary process the wood has been mixed with water in liberal quantities. The removal of the liquid begins while the bleaching is under way, when a concentrator reduces the water to the minimum amount required for proper circulation of the mixture. This reduction effects economy in the quantity of bleaching material that must be used. Immediately after this step another concentrator removes the bleach. The material is then beaten and bruised mechanically until it is of a consistency required for the falling process, wherein the substance, as to speak, is woven together on the wire cloth of the paper machine. This is an operation of delicate character, and calls for the exercise of great skill on the part of the operator, for the proper treatment of each individual class of fibre that may be on its way through the mill. During this period the material receives the addition of the substances needed for raising and leading. The introduction of small

percentages of China clay, kaolin and similar materials, serves to fill up the pores, render the finished paper less absorbent of ink, and provides softer, and better surface. Glue is another ingredient, either as a coating or mixed in with the wood.

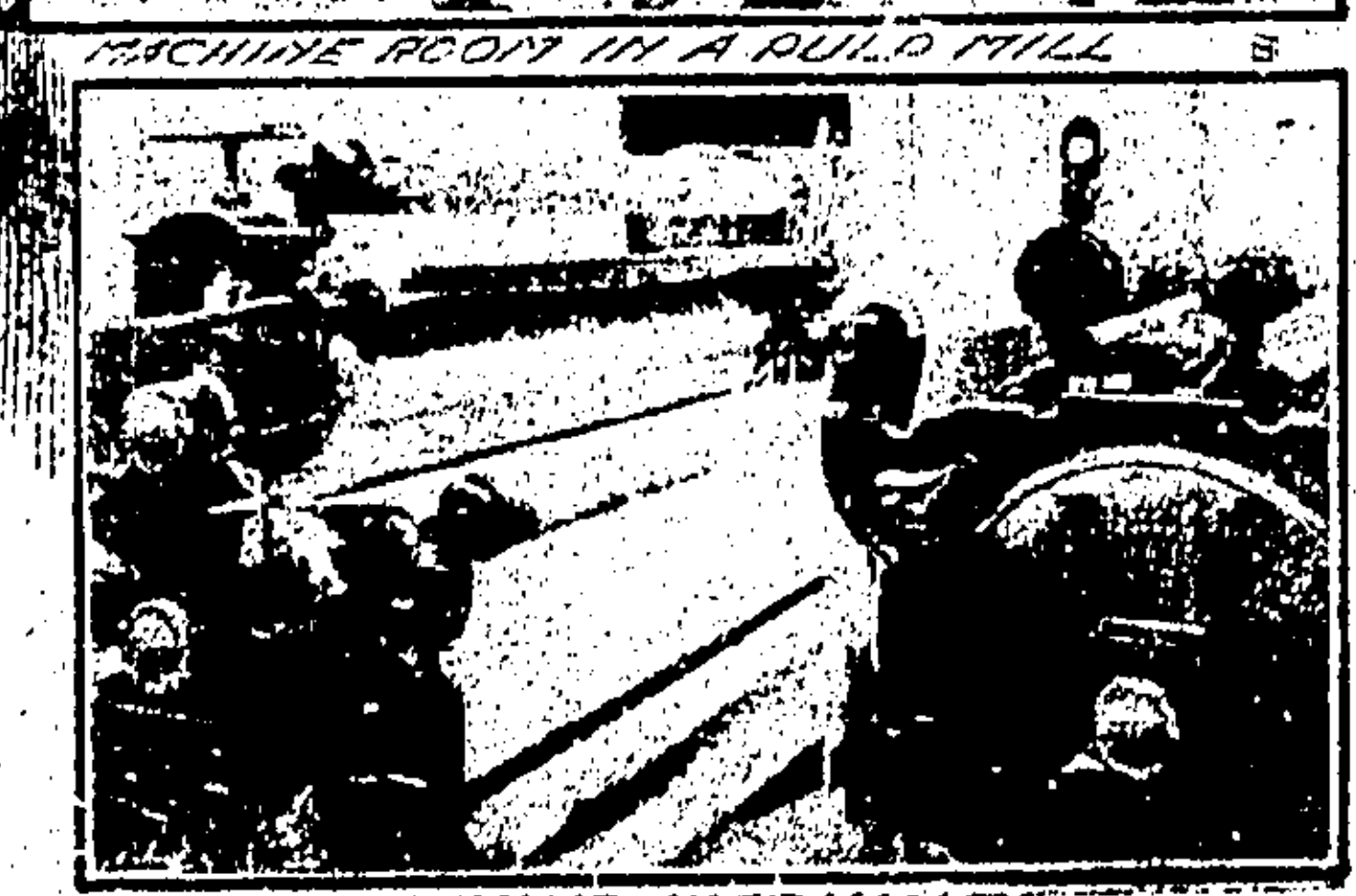
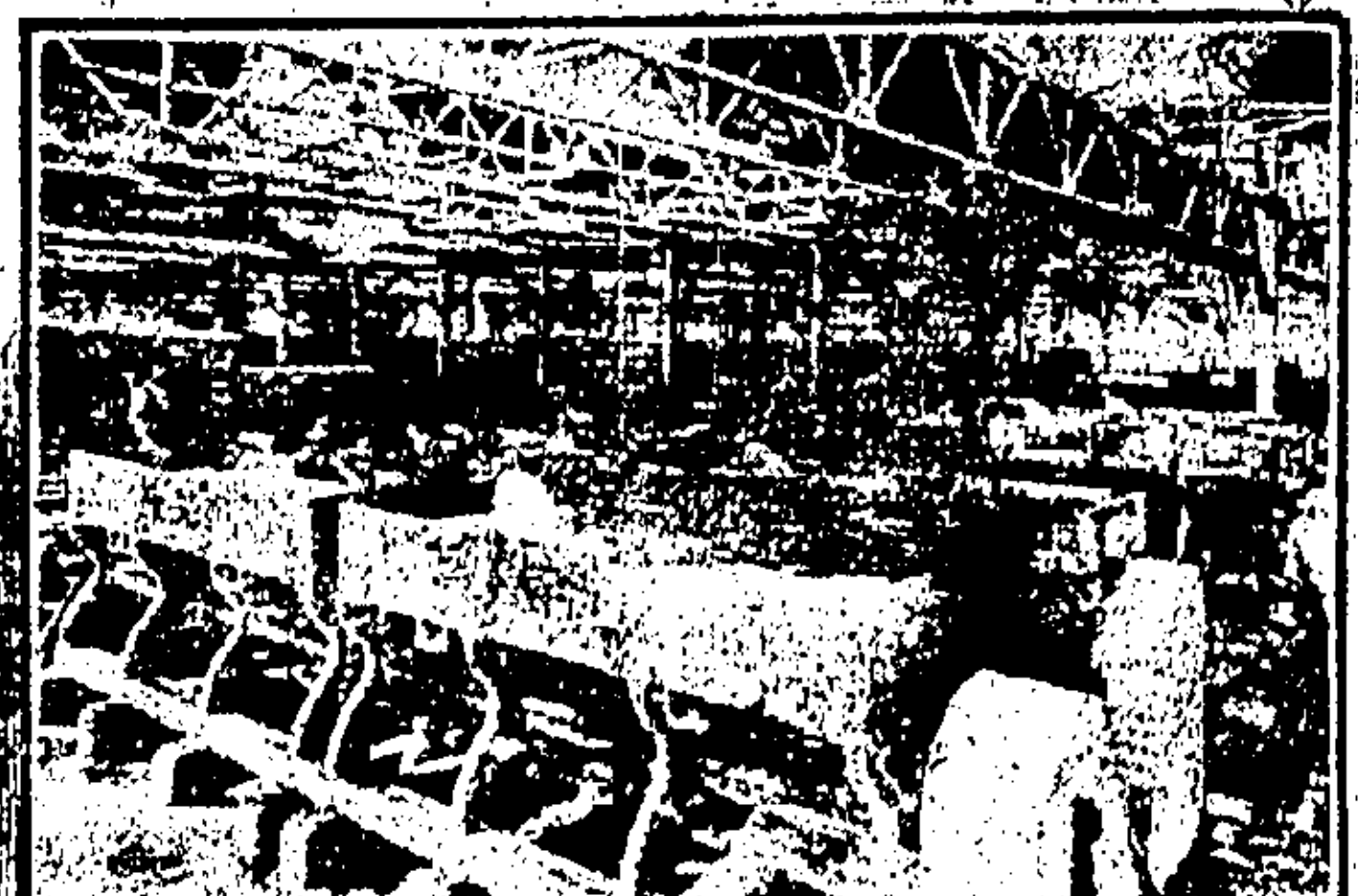
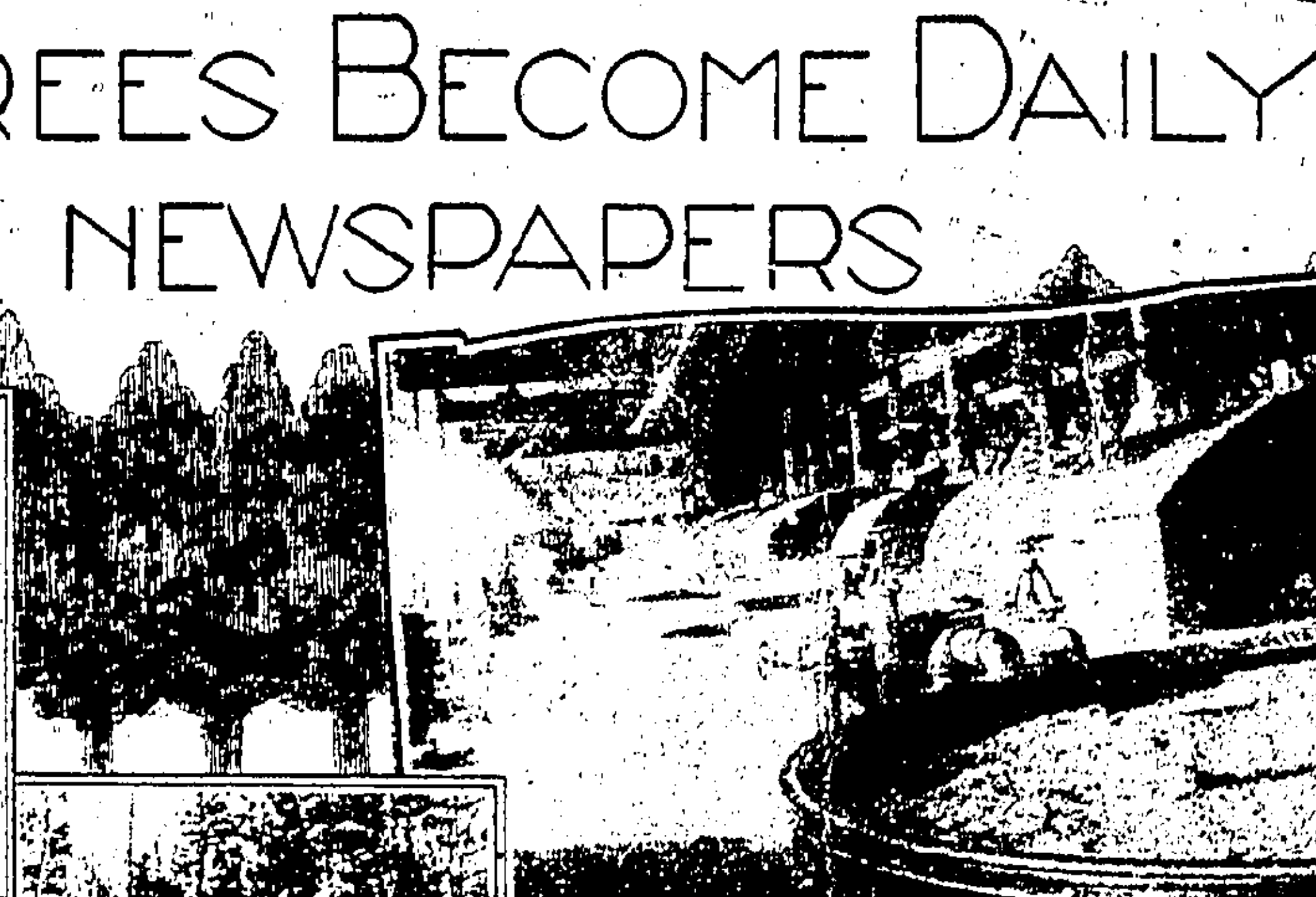
Passes On To The Paper Machine. From the beating machine the material goes into tanks, equipped with revolving arms, in which it is agitated before transmission to the box which supplies it to the paper machine. Some water is added at this stage, in just sufficient quantity to cause the pulp to take form for handling on the wire cloth on which it is to travel. The wire cloth is a fine mesh. A straining operation permits all fibre to pass onward, but eliminates any remaining knots or any portions which may not have undergone adequate preparation. Strong suction or vibration carries the material through the strainers. This brings the wood into the channel of a trough, which is just the width of the paper machine. From here the mass passes, flows on to a wire cloth, carried on rollers. This cloth is perhaps fifty feet in length, and stretched taut over rollers at both ends. The cloth carries the material through the machine.

On the moving screen much moisture exudes from the prepared wood by gravitation, and filters through the mesh. Most of the remaining water is extruded by means of suction, in the passage over boxes made for this particular purpose. Strips of rubber along the sides regulate the width of the paper that is under process of manufacture. After a passage over the suction boxes the paper is sufficiently dry to hold its shape. Brisk sideways shaking serves to mat the fibres together. Pressured between revolving rolls removes the remaining moisture, and this is followed by rapid drying on superheated cylinders. The product is then ready to receive the finishing touch in the form of smooth and uniform surface. This is given by revolutions on chilled iron rolls, which press the paper, and making it ready for winding into the great rolls seen by the general public as they are being unloaded from the eight or eighty trucks at the receiving platforms of hundreds of American newspapers.

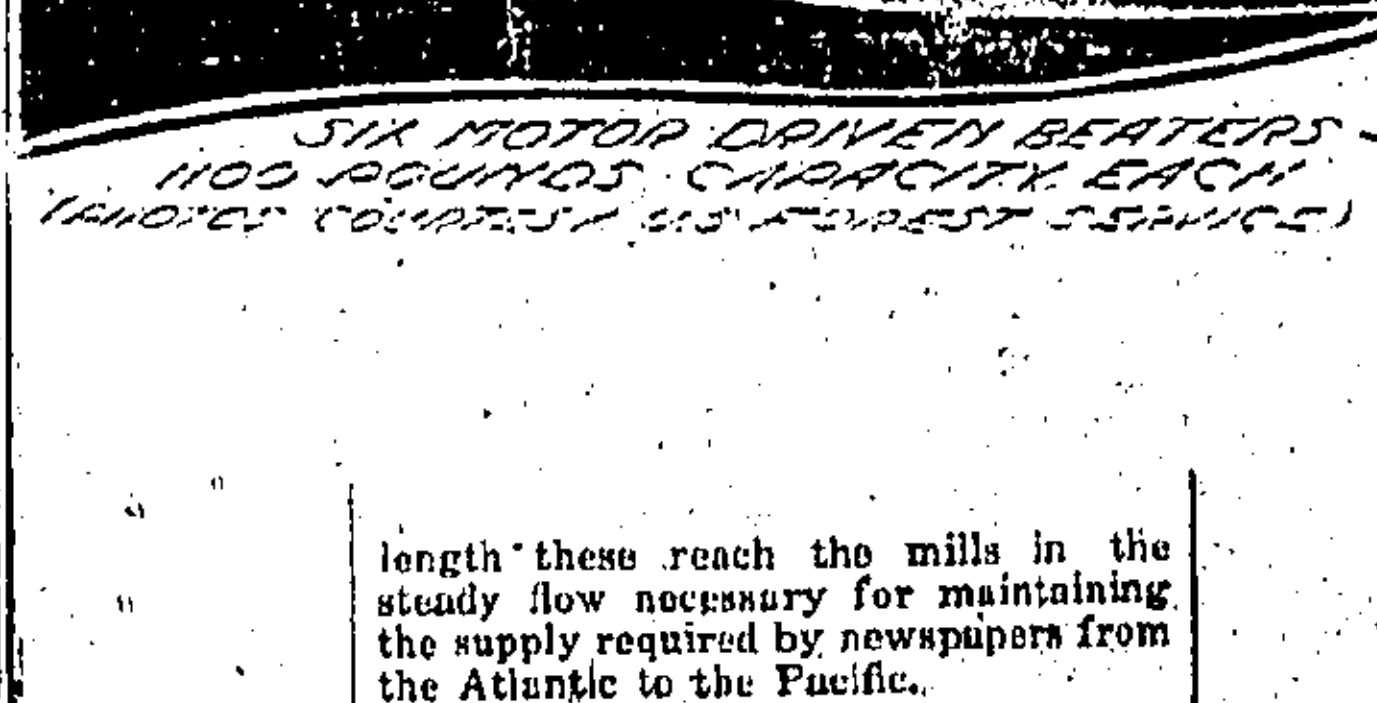
Paper Was Made From Rags.

In former days paper was made from rags, but increasing demand for the output of the paper mills, and decreasing supply of rags, forced the development of the latter day process of converting trees into daily newspapers. The new industry has become a young giant, employing vast volumes of capital and large armies of men. Wherever possible, the paper mills are located on a stream. The water-courses serve to furnish power and to provide a supply of water for the manufacturing process. Another important function of the stream is found in its value as a means of transporting the logs, and their journey from forest to manufacturing plant.

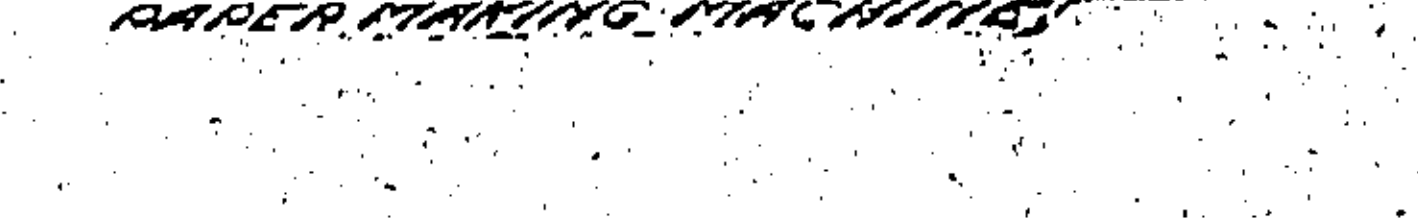
TREES BECOME DAILY NEWSPAPERS



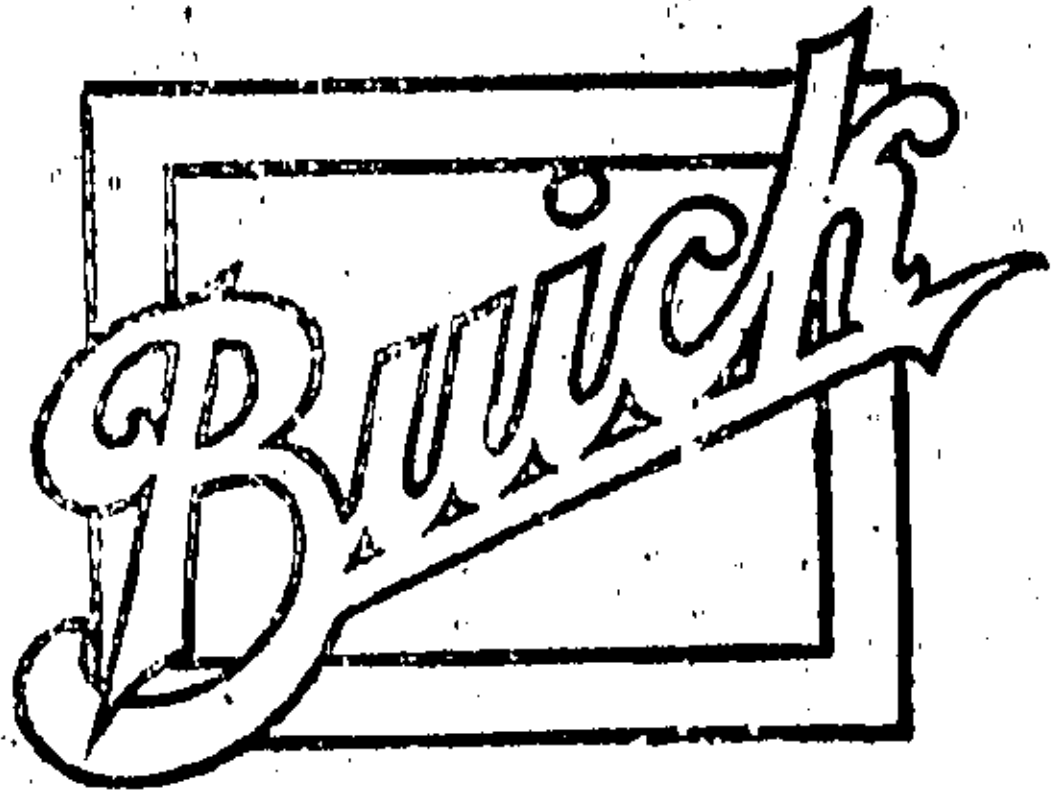
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JUNGLE MARVELS.

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"PARADISE" IN PACIFIC.

The steamship St. George, the vessel of the Scientific Expeditionary Research Association, which left Dartmouth on April 9, 1924, with the object of carrying out research work in the Southern and Eastern Pacific, has now completed her lengthy itinerary, and after a month's stay at Panama, left that port for England. She is expected to arrive at Dartmouth on or about September 15. Major A. J. A. Douglas, one of the financial supporters of the enterprise, who was second in command of the expedition, has just arrived in London, having been obliged to return home in advance of the party owing to urgent family business. In a special interview accorded to a representative of "The Daily Telegraph," Major Douglas spoke in terms of high appreciation of the results achieved by the expedition, and declared that the visits paid to the Galapagos Islands and Gorgona had alone justified the undertaking.

The long voyage has teemed with variety and interest throughout, and many dangers and times of distress have had to be faced. In the early days, when in the Bay of Biscay, the party very nearly had the misfortune to lose one of their lifeboats during a terrific storm in the night. It was lifted from its fastenings by a huge wave, but the captain, with the help of two members of the crew, succeeded, at the risk of their lives, in saving the boat from being washed overboard. As soon as they entered the Panama Canal zone on June 9, the party encountered terrible weather, with torrential rain storms six days in the week, until they quitted the zone in November. The only respite during that period was the time spent on the Galapagos Islands, where the climate is ideal. Major Douglas described the islands as an entirely paradise, except for the lack of water. Charles Island is the only one on which fresh water can be obtained, and there they saw cattle and the remains of a flourishing settlement, which had been abandoned long since.

Gorgona Island, which is about thirty miles from the coast of Colombia and some 800 or 900 miles from the Galapagos Islands, was probably the most important island we touched at, from the scientific point of view (said Major Douglas), because there we obtained some very valuable specimens, with which the New authorities are delighted. Some of the plants and flowers are entirely unknown to them. The jungle is full of insect life of every description, and it is hoped that the entomological collection will prove equally valuable. The results have been so good that the members of our Advisory Council have declared that, even if no further work had been done, the expenditure of the money has been fully justified.

There are no large animals on the island, but snakes abound, and the visit was not without some exciting incidents. One night Miss Cynthia Longfield, an amateur entomologist, who was a passenger on board the St. George, was making an exploration in the jungle in the company of Mr. Collinette, the official entomologist, when they were caught in a severe thunderstorm. A vivid flash of lightning revealed a large bear-like creature winding itself up a tree a few feet away from them, and they heard its hiss in the darkness. It is a typical jungle (Major Douglas explained) reeking with damp and possessing a weird sense of mystery. "You carry your life in your hands when you enter it." While at Gorgona Dr. Penny, the doctor of the expedition, was bitten in the leg by a crocodile while swimming in one of the streams, but fortunately the animal was not too large for him to despatch it with a heavy stone. They had an exciting time fishing at night in company with the natives, and the fish, which were

driven ashore by the sharks, were so numerous that the party could pull them out of the water with gaffs. One day Major Douglas was fishing in one of the ship's boats with Commander Blair, the captain, when they caught a king-fish weighing 82lb. with a rod and line. It took them an hour to land the fish, and completely exhausted them.

A "MODERN PARADISE."

Leaving for the Marquesas on November 16, the St. George had a voyage of forty days before arriving at the island of Hiva Oa, the largest of the southern group and the centre of government. Its scenery is most striking, the mountains, with their wonderful peaks and pinnacles, being densely wooded with scrub and fir. As regards climate and an arid existence, some of the valleys are a modern Paradise (expressed Major Douglas). The natives are a delightful people; complete children of Nature, who lead a perfectly natural life. The true Marquesas stock is practically extinct, and a new generation is springing up composed of a mixture of European and Chinese blood and the old native stock. The people have adopted European clothes more or less, except in their homes, where they wear a red loin-cloth with a white flower pattern, that blends well with their golden-brown skins. All their wants are supplied

the island is in the hands of the Chinese, the natives being too apathetic to compete. After staying a month, owing to various delays, the St. George left for the island of Rurutu, in the Austral group, about 300 miles South of Tahiti. This was the only island where they found the male population at all hostile. The women, on the contrary, were very friendly. They are an exceedingly prosperous people through growing manilla, and have fine houses. Although there are practically no roads, many of the natives have bicycles, which they ride on the grass. A gendarme is the only white man on the island, while the natives are anxious to keep for themselves.

At Rurutu Island, which was next visited, and proved the most interesting of them all, the party had a wonderful reception from the inhabitants. On entering the harbour the vessel ran on a coral reef and stuck for half an hour. Some passengers, who had been taken on board at Tahiti for conveyance to Panama, were put ashore in the lifeboat in case the ship should have been holed, but they were eventually able to make a safe landing. The natives are very primitive. They inhabit tumble down grass huts, and live chiefly on taro and fish. Their only means of illumination at night is by burning the candle-nuts that grow on the island. The women, who outnumber the men by eight or ten to one, made a tremendous fuss over their visitors, leading them with garlands, and all day long the St. George was crowded with the natives.

It is the most remarkable and lonely island in the whole of the Pacific (added Major Douglas). The natives are much more pure blooded than in the other islands, and are worth protecting. The French could do a great deal more for them. They are the pure Polynesian stock, and the most primitive people of the lot.

Easter Island was the next visited, and here the famous stone images were inspected, but no further light could be thrown on the mystery of their origin and purpose. The climate is cold, the sky grey, and the whole surroundings, said Major Douglas, had a most sad and depressing effect. Such natives as exist are under South American influence. They are half Chilean. It is a dangerous coast for vessels, and the St. George had to put to sea and remain there for three days with the Chilean Governor and a Scotch settler on board, on account of the bad weather. The voyage from Easter Island to Panama was tedious in the extreme, owing to headwinds and calms; and although it had been estimated that the journey from Tahiti to Panama would occupy eighty days, the St. George did not arrive there until the 10th day. Consequently, their supplies were completely exhausted by the time of their arrival. Ultimately a tug had to be summoned to tow the St. George for the last fifty-two miles to Panama, where they arrived on June 30.

A country woman once went into the business of providing teas for cyclists.

Her first customers were four young men who left their bicycles in her charge while they explored the neighbourhood. For each cycle she gave them a ticket with a number upon it.

Late at night the tourists returned. The woman led them to their bicycles with a smile of self-satisfaction on her face.

"You'll know which is which," she told them, "because I've fastened duplicate tickets on them." They gratefully thanked her, and when they found their bicycles they discovered that the tickets were neatly pinned into the back tyres!

Brown: "Why are sheep the greatest gamblers?" Jones: "Give it up." "Because early in life they gambol, they are always on the turf, the best of them are black-legs, and they are regularly fleeced once every year."



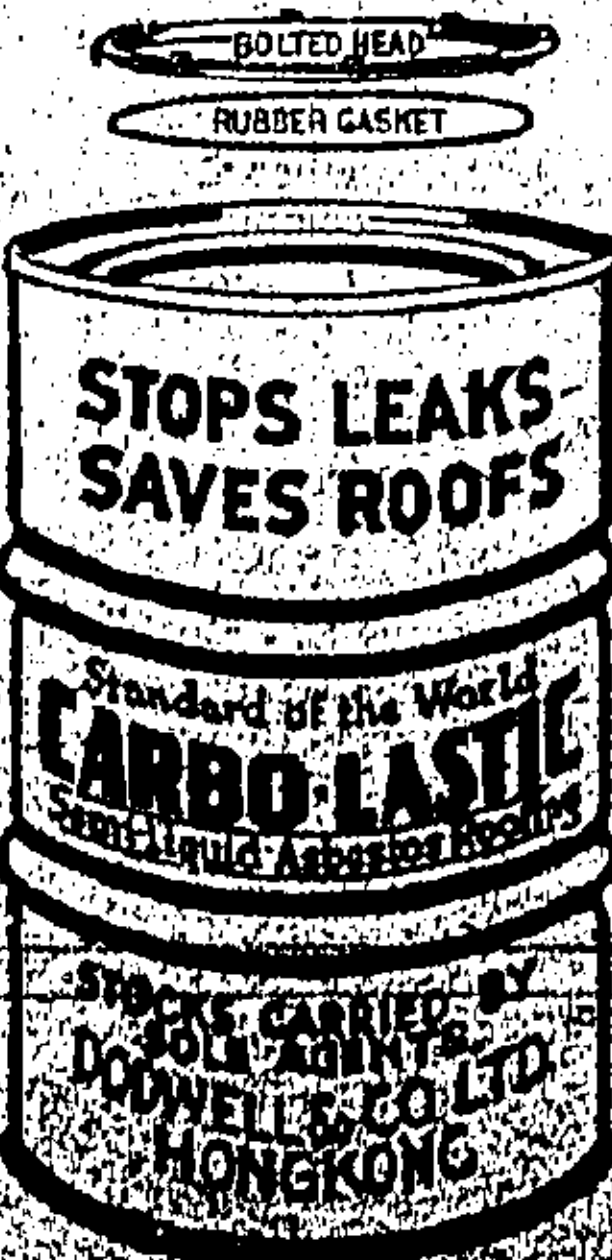
PRESIDENT CALLES.

President Calles, of Mexico, surprised official Washington with his blunt reply to Secretary of State Kellogg's assault on conditions in the sister Republic. He intimated that both he and Mexico had been incited by the challenge that his country must live up to her international obligations.

by Nature, which makes them very lazy. They are always laughing, and lead a happy, careless life. They are still savages at heart.

Easter Island, in the same group, was also visited. The party put in at Bon Repos Bay, where is situated the Valley of Omoia, which proved to be a place of wonderful beauty. The ground was carpeted with white Crinum lilies. The natives are much more primitive than at Hiva Oa, but were just as hospitable and pleased to see them. While fishing on the island, Major Douglas was washed off the rocks and nearly drowned, but he managed to catch hold of a projecting ledge, and although cut and exhausted, drew himself out of danger. One night the whale-boat, in which were the captain, the Governor of the Marquesas, three native ladies, and others, was capsized in the heavy surf, and several of the party were injured. The native ladies, however, being accustomed to such incidents, escaped scot free.

Proceeding to Tahiti, the St. George entered Papete Harbour, an entirely modern port, where the people are highly civilised and have acquired many modern vices. Many Europeans and Americans are taking up land there, and Major Douglas has himself acquired a small property, to which he intends to return and, explore the other islands. The whole of the trade of



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